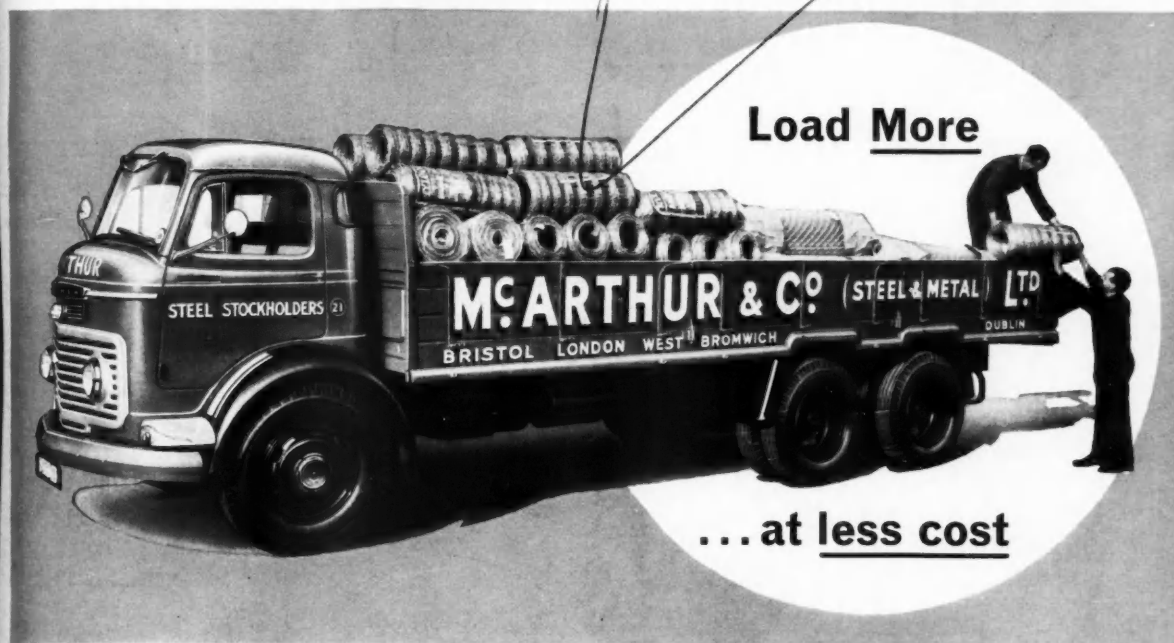


TECHNOLOGY DEPT.

THE COMMERCIAL MOTOR

FRIDAY, APRIL 17, 1959
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10 ton six-wheeler
with over

21 feet bodyspace

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Based on the well-proved Commer 7 ton chassis the 'Commer-Unipower' 10 ton trailing axle six-wheeler is powered by the remarkably economical Rootes diesel engine. The wide use of Commer components in the chassis conversion facilitates servicing through the country-wide Commer Dealer Organisation, and whether it be for heavy duty industrial work or long-distance haulage the 'Commer-Unipower' will give you reliable and economical service.

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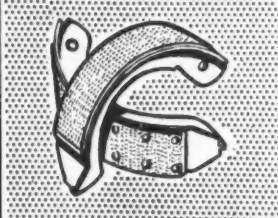
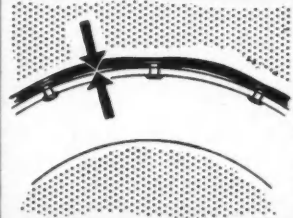
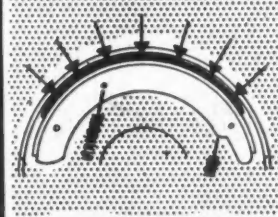

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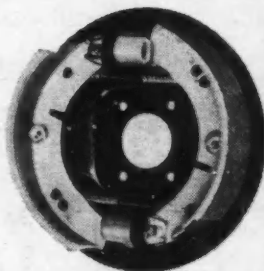
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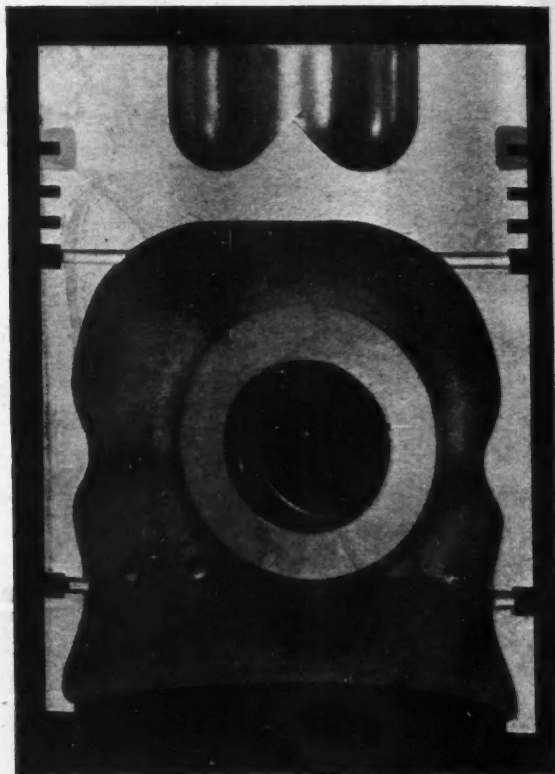
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A3

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in the first year!*

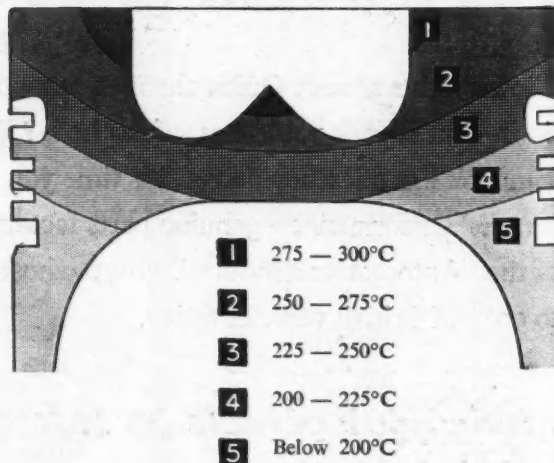
The top ring groove of the Al-Fin Piston has an austenitic cast iron insert bonded to the alloy giving strength where it is most required. This iron bonded securely to the alloy during the casting of the piston will stand up to the most severe usage. That means piston life is increased by at least 100%. This double mileage saves you the cost of one overhaul *and* the cost of another set of pistons! Write for leaflet D 20/4.



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Wellworthy use Isothermal Survey in diesel engine piston design to ensure:

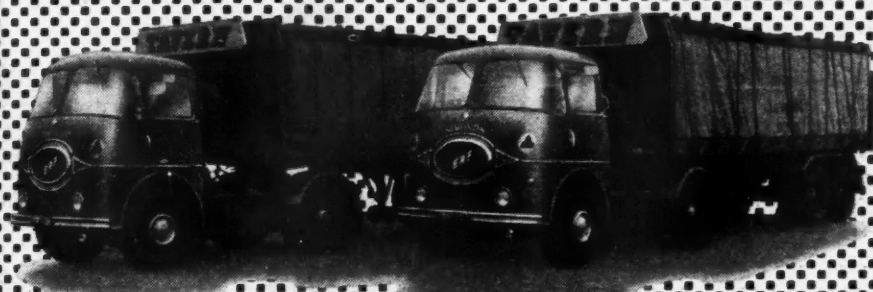
- Correct selection of materials.
- Determination of correct running clearances.
- Avoidance of localised hot areas.
- Correct gudgeon pin alignment.
- That head thickness, coupled with correct blending into piston wall overcomes distortion of ring grooves. This has considerable bearing on blow-by and efficient oil control.



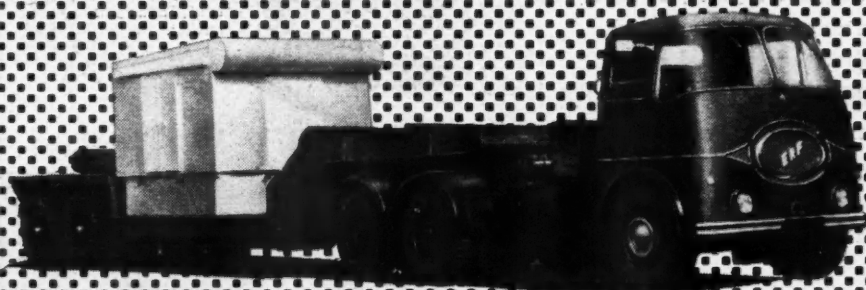
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ERF Model 66RH Tractor Unit, recently supplied to the Atomic Energy Commission. Fitted with 6-cylinder Rolls-Royce engine developing 200 b.h.p. With this Dyson Low-loading Trailer it has a capacity of 50 tons.



The ERF Articulated Frameless Tahker shown here is one of many supplied to this well-known company. Tractor Unit is an ERF 64G Chassis with 6-cylinder Gardner oil engine. Tank capacity 3,200 gallons.

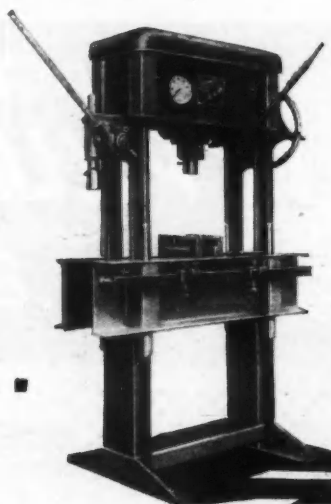
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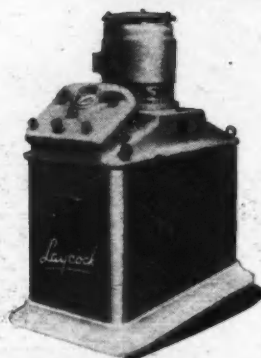
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The business with a Press soon becomes a thriving one. Work previously put out, comes in from outside and the speed in dealing with your urgent jobs sends your reputation heavens high!



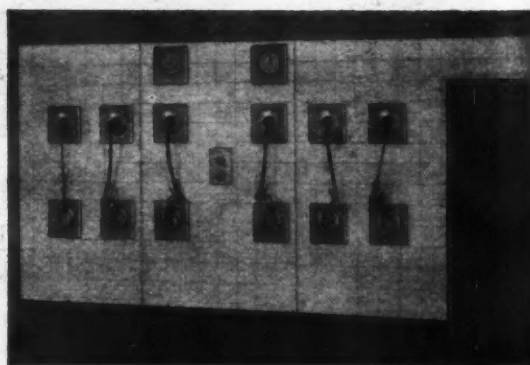
The Niagara-MERLIN operates at 375 lbs pressure and there are 1, 2 and 4 gun models.

2 The Niagara-MERLIN Washing Plant

The efficient Washing Bay is the modern Garage owner's most profitable department and your Wash equipped with a Merlin—the most efficient Washer—is the surest way to build up custom.

3 The LUBAY Panel

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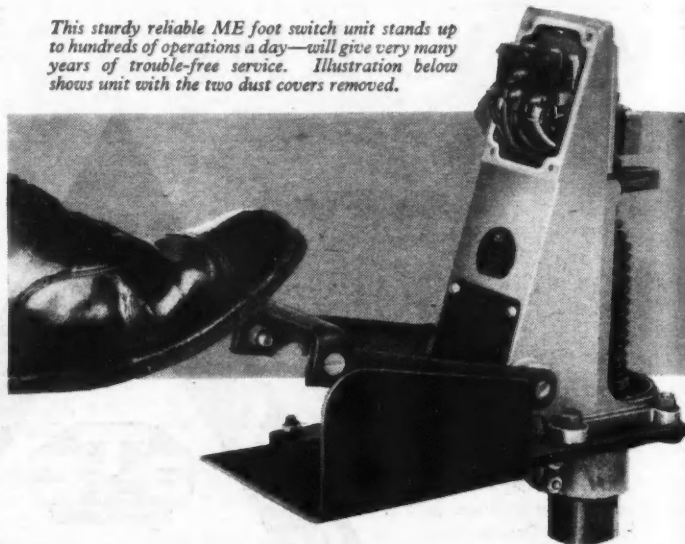
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Users everywhere praise the ME* foot switch unit

THE FOOT SWITCH unit on Morrison-Electricars comes in for praise from everybody who has ever owned or driven one. This unit which is fitted to all the full range vehicles is a particularly happy job of design. It works sweetly year in year out and gives the absolute minimum of trouble.

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even more to run Morrison-Electricars*

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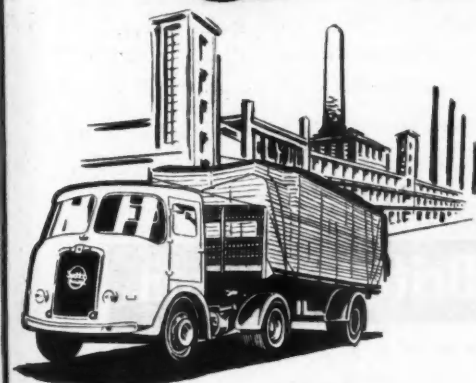
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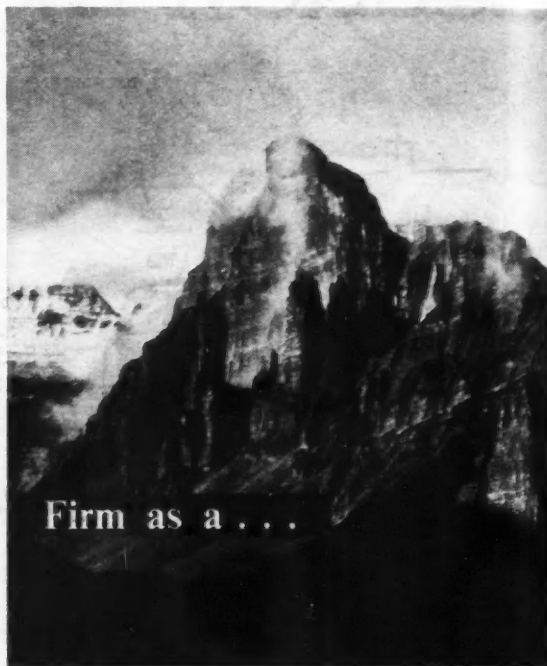
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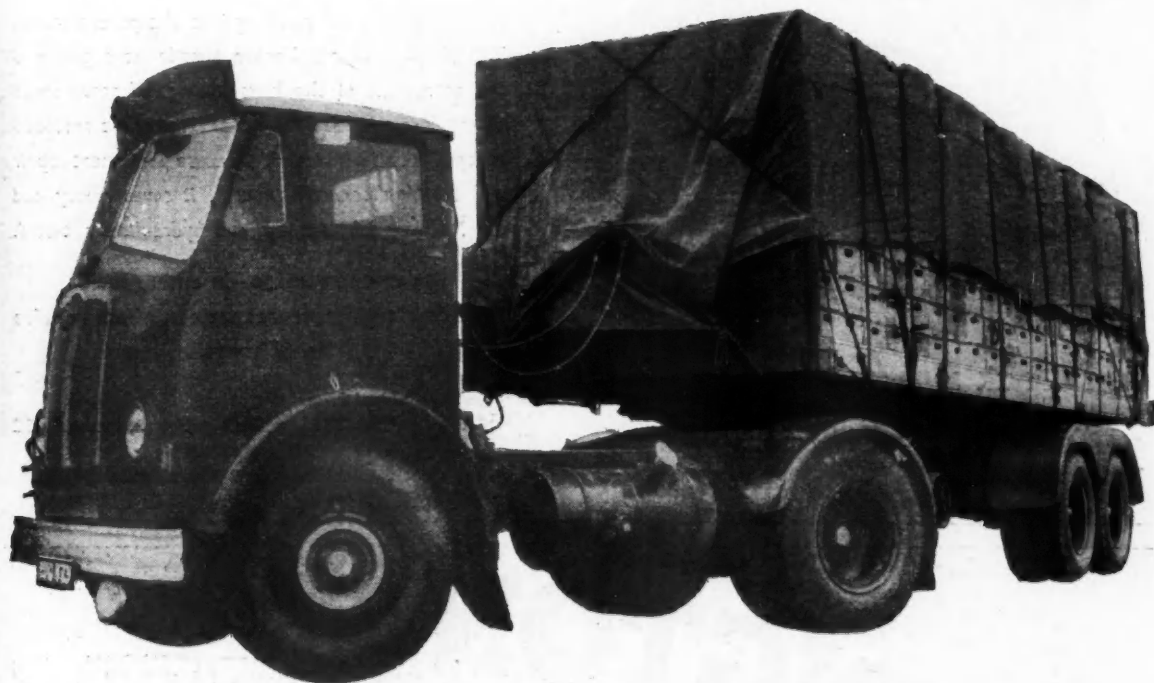
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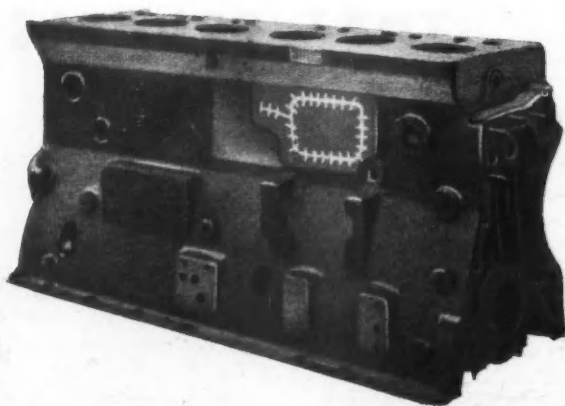
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WT/ART 1
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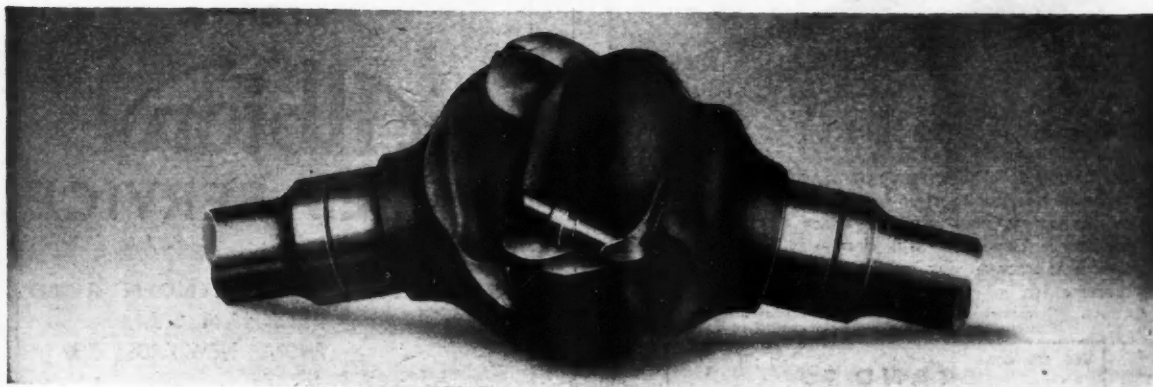
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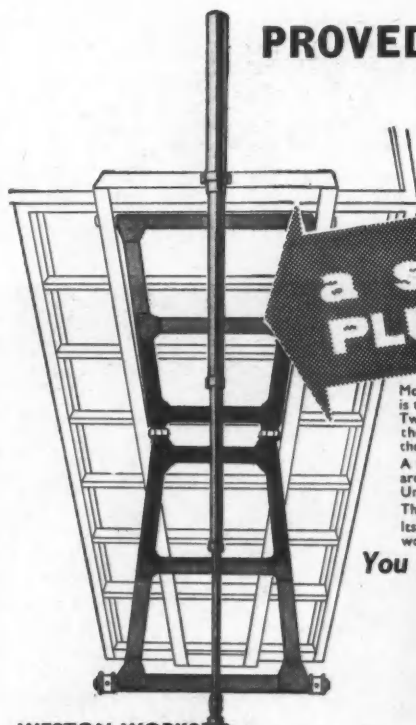
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**a single Ram —
PLUS a stabilizer!**

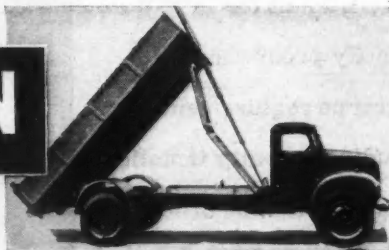
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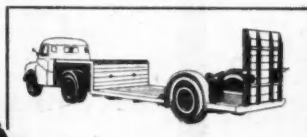
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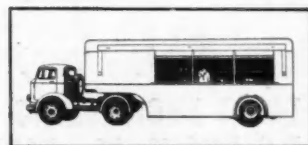
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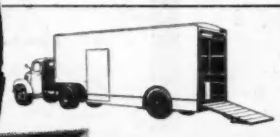
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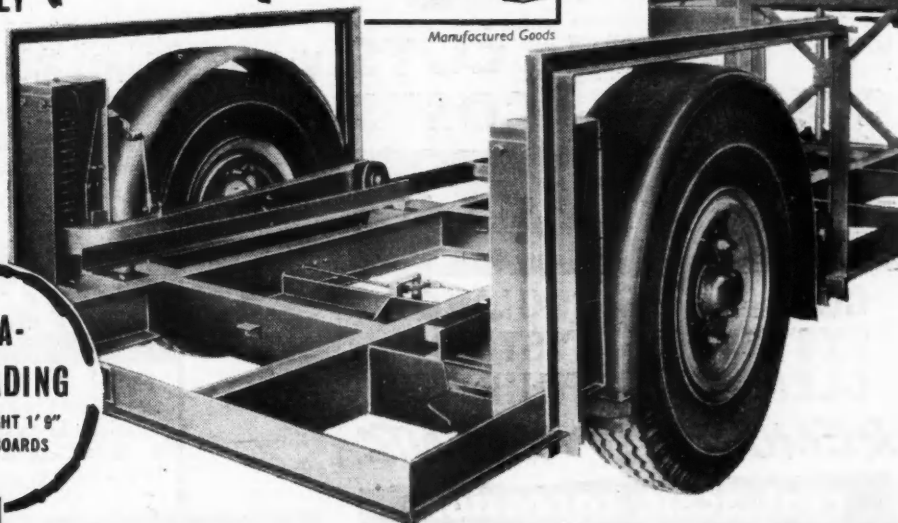


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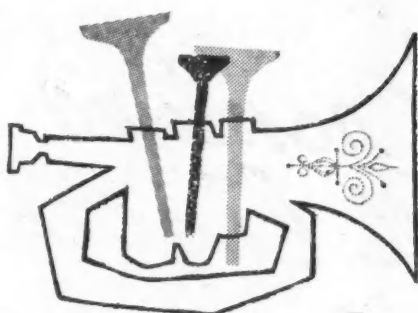


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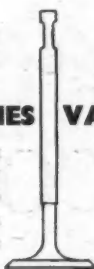
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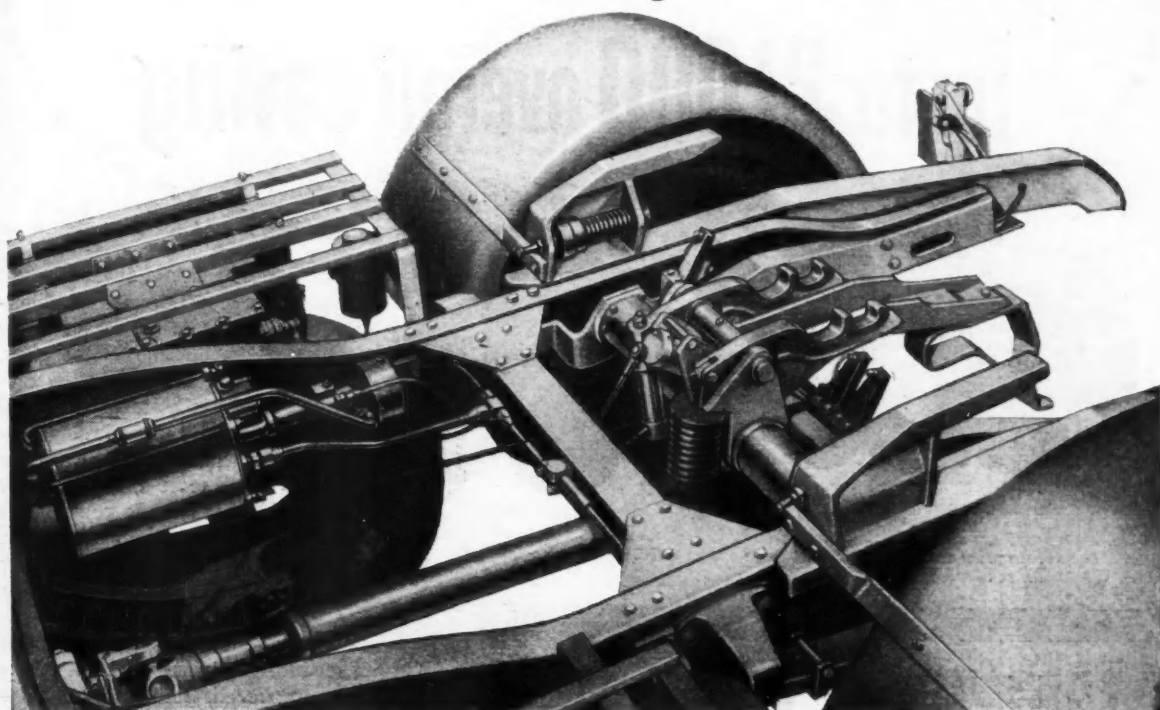
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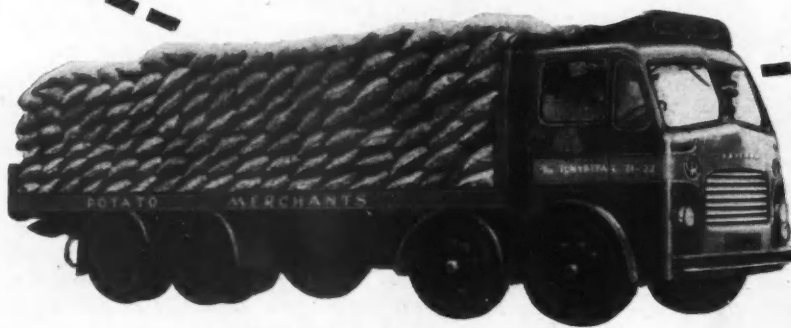
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A Livener

THE Chancellor of the Exchequer, Mr. Heathcoat Amory, has given the nation in general, and the road transport industry in particular, a stiff aperitif. His Budget is designed to whet the appetite of both management and workers for further effort to place the country on an unassailable economic foundation. With goodwill, moderation, hard work and imagination on both sides, and barring further international disharmony, Britain's future success is assured.

The road transport industry has special cause for satisfaction. The removal of purchase tax from goods-vehicle chassis after nine years is no more than the abolition of a fiscal duty that should never have been imposed, but it is none the less welcome. It will give a great stimulus to sales and enable manufacturers' economic capacity to be employed more nearly to the full. The workers will not be the last to benefit.

Boost for Heavies

In particular, heavy-vehicle manufacturers will be placed in a more competitive position with the mass producers, who, steadily increasing the payload capacities of their models and enjoying an unfair advantage created by purchase tax, have been encroaching to an alarming extent into the market previously the preserve of the "hand-built" vehicle. The specialized makers are the traditional backbone of the industry and their vulnerability to competition has been a source of anxiety. They can now look forward with greater confidence.

An important saving in capital and operating costs will accrue to users, as *The Commercial Motor* demonstrated last week. Unfortunately, it may be offset by a further increase in road haulage wages—with subsequent repercussions on the wages of drivers of C-licence vehicles—at a time when rates for much traffic are showing only the barest margin of profit. Even with wages stabilized and purchase tax removed, it is doubtful whether trade and industry could reasonably expect to share in the benefit of lower costs. The relief that the Chancellor has afforded would, in those circumstances, merely convert chickenfeed into an adequate diet.

Only a substantial remission of fuel tax could have any marked effect on the general level of road haulage

Budget Gives Valuable Relief to Road Transport and a Measure of Encouragement to Everyone

rates and coach and bus fares. Passenger-vehicle operators in particular are naturally disappointed that there has been no reduction in the tax on oil fuel,

to which they had looked for stability in charges and the restoration of unremunerative rural services.

The cut in the annual licence duty on public service vehicles by two-thirds is, however, a useful concession, especially as a rebate may be claimed on tax already paid at the higher rate. The new method of computation is based on a rate of £12 for a seating capacity of up to 20, plus 10s. for each extra seat. A 60-seat double-decker will in future be taxed at £32, compared with the previous rate of more than £91. The saving on a 44-seater will be £48 a year, but that amount might well be lost in a month on a rural service worked by one bus of this type, even if it were one-man-operated.

On a mixed fleet of 200 buses, consisting of 100 each of double-deckers and single-deckers, the annual saving would be about £10,000. This amount might be enough to halt the pruning of unremunerative services, but it would certainly not prevent a further rise in fares if another wage increase were awarded. Mr. Amory's concession is no more than an earnest of his desire to help the industry.

Perseverance Rewarded

It is a matter of some satisfaction to *The Commercial Motor* that the Chancellor has abolished the tax on fuel used in auxiliary engines on vehicles, such as those driving refrigeration plant or gully-emptying equipment. This journal campaigned for the concession some time ago, without much visible support from the industry, and the justice of it has now impressed itself upon Mr. Amory.

Another overdue change in fiscal policy is the remission of duty on the fuel used in dumpers and other vehicles operated on sites and not required to be licensed as road vehicles. The anomaly by which tax had to be paid on fuel consumed by one item of contractors' plant and not by another has rankled for a long time.

The restoration of investment allowances on new plant, machinery and buildings and of initial allowances on them is further encouragement to the road transport operator to modernize his fleet and equipment.

Socialists may brand the Budget as an electioneering device, but, even if it were, it would be none the worse for that. If it influences the floating vote in favour of the Conservatives at the forthcoming General Election, the road haulage industry will be spared, perhaps for all time, the prospect of renationalization and C-licensees will escape further restriction.

Spanner in the Works

ACCORDING to Mr. M. J. Miles, honorary secretary of the Lorry Driver of the Year Competition, the accessory and component manufacturers' section committee of the Society of Motor Manufacturers and Traders have refused their members permission to present trophies for the competition. The immediate result is that an additive manufacturer, who had donated a trophy for the winner of one of the articulated classes, is prohibited from doing so, and another cup must be found.

The attitude of the S.M.M.T. towards the competition is difficult to understand. The event is not a sporting entertainment, but is designed to increase the professional skill of drivers of vehicles made by members of the Society. Even more important, it is aimed at reducing accidents and saving human life. These, surely, are objects which deserve the support, and not the obstruction, of the S.M.M.T.

Then, with the country set firmly on the road to prosperity, it will be possible to make the reduction in fuel tax for which the industry has waited so long. It is, however, a concession that can be won only by hard work and by the sacrifice of immediate benefits for greater long-term stability. Mr. Amory has shown the way: it is for the electorate to follow.

Commercial-vehicle manufacturers generally seem to be surprisingly reluctant to identify themselves with the interests of their customers in a number of ways. They should remember that their existence depends on an efficient and prosperous road transport industry, unhampered by excessive political control. Their individual positions are influenced also by the goodwill of drivers, whose opinions are increasingly heeded by operators in selecting vehicles.

The national organizing committee of the competition ask merely that individual members of the S.M.M.T. who have the interests of road safety and efficient driving at heart, should be allowed to give it such support as they think desirable. The organizers do not seek sponsorship. The competition is now financially able to stand on its own feet, but its expansion demands encouragement from those, such as manufacturers, who are able to give it.

Passing Comments

Honoured in His Time

MR. J. H. MALE received the loudest applause of the evening at the Road Haulage Association's West Midland Area dinner last week, when he was presented with a certificate of honorary membership.

"This," he said, with obvious emotion, "is the culmination of my faith in the Association. Younger men should be encouraged by such recognition to give more time to the Association's work. It shows that Mrs. Male was wrong when she warned me during the war that no one would appreciate what I was doing!"

Mr. Male is the fourth R.H.A. member to receive this recognition. He acquired his first vehicle in 1919, and over the years has established a successful business, despite the unhappy effects of gas poisoning in the 1914-18 war.

Mr. R. N. Ingram, national chairman, described Mr. Male as having acquired the typical Black Country qualities of honour and shrewdness, although born Welsh.

"I am neither a Welshman nor an Englishman," Mr. Male replied, "I was born in Monmouthshire." He probably thinks it was a narrow miss either way.

Still Unhappy

EVEN the abolition of purchase tax on goods-vehicle chassis has failed to please everyone. A reader of *The Commercial Motor*, Mr. E. J. Andrews, of Birmingham, shows the other side of a cheerful picture.

"By a stroke of the pen the Chancellor has," he says, "at a crucial moment reduced by millions of pounds the value of hauliers' existing fleets. This may well affect the amount of compensation on renationalization if the Tories lose the forthcoming election.

"If this happens, the Road Haulage Association, by

pressing for the abolition of the tax at this time, may have done a great disservice to the long-distance haulier members. The Government will, of course, only have given the road industry the traditional treatment meted out to it by governments of every colour for as long as we can remember. 'Clout the road haulage industry, they can take it; if they don't like it, they can lump it'."

If a reduction of £1,000 in the price of an eight-wheeler is a clout, many operators would no doubt welcome a sound thrashing.

No Attar of Roses!

ADDITIVE with a difference will be the subject of an experiment to be conducted in Cleveland (U.S.A.) when 190 buses will have a perfume mixed with their oil fuel.

Cleveland's City Fathers have been worried by complaints against the fumes from oil-engined buses, and this typical American answer to the problem will be conducted for a period of six months in an effort to make the streets of the city more agreeable.

If the test is successful the practice will become a permanent feature and will no doubt come into competition with a variation on the theme—a method of injecting a chemical into the exhaust system, now being used in Philadelphia.

Seeing Animals in Transit

IT is pointed out by the Royal Society for the Prevention of Cruelty to Animals that para. 5 of the Transit of Animals (Amendment) Order, 1931, is not always complied with. This calls for certain adequate inspection apertures in vehicle bodies, so that the condition of the animals may be seen.

Montagu Motor Museum Enlarged

FOUNDED in 1952 by the present Lord Montagu in memory of his father, the Montagu Motor Museum at Beaulieu, Hants, started with half a dozen veteran cars, but has now grown to nearly 500 exhibits, of which some 200 are vehicles of many types, including quite a number of commercial models. These are now housed in a new building costing £25,000, which was opened on April 5 by Lord Brabazon in the presence of nearly a thousand guests. It will remain open every day of the year.

The increasing popularity of this show centre is proved by the fact that last year there were nearly 115,000 visitors. Now it has been enhanced by notable contributions from the British motor industry, and the whole of the Rootes museum was recently transferred there from Ryton. Special displays have also been prepared by important concerns, such as Shell-Mex and B.P., Dunlop, Ferodo and Wakefield (Castrol).

The exhibits are kept in the pink of condition, and a fully equipped workshop has been established to undertake major restorations where these are necessary, for it is notable that one of the aims is to make every possible motor vehicle a runner, and many are lent out for various parades and other functions. The oldest motor vehicle there was built in 1895.

This exhibition may be said with truth to be one in which there is something for everybody—not excluding refreshments and food.

A Coat for Many Uses

STANDARD paint-spraying equipment can be employed for protecting and moisture-sealing all kinds of metal, also plated surfaces, green or wet plaster moulds, castings and finished or semi-finished parts of metal, wood and plastics, using a new American vinyl high-strength, transparent and flexible coating which can easily be stripped when necessary.

Important Discovery on Skidding

A FUNDAMENTAL discovery in the direction of skid prevention, particularly under wet conditions, is claimed by the Department of Scientific and Industrial Research, and was referred to recently by Dr. W. H. Glanville, C.B., C.B.E., F.R.S., Director of Road Research, D.S.I.R., in a recent lecture before the Institution of Civil Engineers.

The discovery is that when a well-lubricated rubber surface slides over a hard spherical or conical body, a major part of the frictional resistance can come from hysteresis losses in the rubber itself. It is well known that in such circumstances the rubber is deformed, and work is done on it. If it were ideally elastic the energy absorbed would be completely restored, but in practice all rubbers, when deformed, lose energy by internal friction or hysteresis—some more than others.

A close examination of the polishing of stones under traffic showed the importance of the fine-scale texture of the road surface and of the high pressures induced when sharp projections are pressed into normal tread rubber. Experiments had been made in which coefficients of friction could be measured when sliders of different forms were passed over a strip of wet tyre rubber. The results confirmed the importance of fine-scale peaks and ridges in the road surface.

There was, however, an unexpected consequence of this work, for Dr. Tabor, of Cambridge, saw the possibility that hysteresis losses might make a significant contribution to frictional resistance, and further experiments showed that these losses might provide a means for increasing skidding resistance, even on polished coarse-textured surfaces, where pressures were insufficient to expel the water film.

For various reasons, tyres had hitherto been made of tread rubber with comparatively low hysteresis losses, but it now seemed clear that if rubber with higher losses could be employed, a way had been found for important gains in skidding resistance.

One Hears—

That plastics and politics seem to have a finger in every pie nowadays.

That some politicians are more plastic than others—depending upon their audiences.

That the Socialist Party's policy is much bound up with the future of steal.

That the Government's road activities may prove to be milestones on the Socialist road to oblivion.

That mechanics are so scarce in America that industry there is to test young men aged 15-17 to ascertain whether they are worth training.

That Russia is now butt-welding metals up to 10-in. thick in one pass by a new method of submerged arc welding, employing up to three electrodes.

The story that a traffic "cop" thought he had a "catch" when he saw a driver bent almost double, but the man claimed that he was only obeying a warning sign "Bend for half a mile."

That a Chrysler car with a Chrysler gas turbine recently averaged 19.39 m.p.g. (U.S. gal.) on a 576-mile test at an average speed of 38.3 m.p.h., which is 5.6 m.p.g. better than would have been obtained with a gas turbine two years ago.

That the Great North Road is soon to be made "gradeley" for much of its length.

That levitation, allegedly by spirits, used to be the prerogative of the medium, but now spirits (by the 1,000 gal.) are suspended on air.



"Perhaps you would like another opinion, gentlemen!"

Cawood Wharton Take Over Peter Slater Group

THE total issued capital of Peter Slater, Ltd., and associated companies, has been acquired by Cawood Wharton and Co., Ltd., Southlands, Harrogate.

Mr. E. Binks, a director of Cawood Wharton, told *The Commercial Motor*: "This group trades as a single entity and the companies are Peter Slater, Ltd., Retals (Services), Ltd., B. Welch and Co., Ltd., H. K. Greenwood, Ltd., Central Haulage

and Motor Co., Ltd., and Retals (Transport), Ltd.

"Mr. Slater has been appointed to an executive position in the Cawood Wharton group of companies and will be actively concerned with the future management of Peter Slater, Ltd., as one of our subsidiary companies."

Cawood Wharton have large interests in coal, oil, steel, shipping, wharfing, road materials and other directions.

B.R.S. and Hauliers Plan New Wages Council

A PLAN by British Road Services and independent hauliers to create with the trade unions a new Joint Industrial Council is described in a nine-point policy statement issued to members of the national council and others on Tuesday by the Road Haulage Association.

The new council "would permit questions of wages and conditions of employment to be settled solely between representatives of trade unions on the one side and joint representation of employers in the industry on the other." There would be no independent members, as in the case of the Road Haulage Wages Council.

"Labour Will Not Harm C-licensees"

ALTHOUGH he did not believe a Labour Government would restrict C-licensees, the Association should be prepared to prove their dependence on their own transport, Col. Arthur Jerrett, immediate past-president of the Traders' Road Transport Association, told the West Midland divisional annual meeting on Monday.

He advised the Association to take strict measures to eliminate breaches of the law by a minority of C licensees, who, he said, were "letting the side down."

Mr. C. E. Jordan, the retiring chairman, welcomed the Minister of Transport's assurance that C-licensees would not be restricted by the existing Government, but he believed that a small minority of the Conservative Party doubted the expediency of this policy. The Socialists, he emphasized, had so far refrained from declaring any positive attitude towards the operation of C-license vehicles.

Mr. E. J. Dodd, chief constable of Birmingham, said that the avoidance of drastic action to deal with traffic congestion depended on close co-operation between the T.R.T.A. and the bodies of other users and the police.

A presentation was made to Mr. Jordan to mark his 14 years as chairman of the division. He was succeeded in that office by Mr. E. A. Betteley (Tarmac Roadstone, Ltd.). Mr. J. Delicate (Courtaulds, Ltd.), Mr. W. A. Standley (Chance Bros., Ltd.), and Mr. K. H. Widdowson (Quasi-Arc, Ltd.) were elected vice-chairmen.

Extra 5s. Agreed for Haulage Workers

AFTER hard bargaining at a meeting lasting from 11 a.m. until 8.30 p.m., the Road Haulage Wages Council last week agreed to recommend an increase of 5s. a week for adult road haulage workers, 3s. 6d. for the 18-21 age group, and 2s. 6d. for those under 18. The workers' side had claimed an extra 10s.

Their demand is understood to be based on a rise in the cost of living. They withdrew the claims for overtime payment at time-and-a-quarter after the first three hours, instead of six hours; for a day's holiday pay as well as double time for work on a statutory holiday, and for the definition of the holiday period as from May 1 to September 30.

The proposal will now be circulated as R.H.(65) and has yet to be ratified by the Minister of Labour. It is unlikely to come into effect before July.

PERKINS SUBSIDIARY WILL BOOST SALES

A NEW company named Perkins Engines, Ltd., has been formed to handle sales and servicing of Perkins engines throughout the world. Managing director is Mr. T. H. R. Perkins, also a director of F. Perkins, Ltd., and other of the new subsidiary directors are Mr. M. I. Prichard, managing director of F. Perkins, and Mr. W. N. Collins, a director of the parent company.

Perkins Engines, Ltd., will be located at Peterscourt, Peterborough, former headquarters of F. Perkins' marketing division, and it will be entirely separated from the main production centre at the Eastfield plant.

Mr. T. H. R. Perkins said: "The company's objective will be to extend sales. At present, about 70 per cent. of production is exported to 143 countries, and it is our intention to obtain new customers. Development of new engines, which is an extremely expensive business, will be intensified."

MAIDSTONE BY-PASS EXTENSION STARTED

WORK on the western section of Maidstone by-pass was inaugurated by Mr. Harold Watkinson, Minister of Transport, on Monday. It is hoped that the whole of the seven-mile project, costing £2.3m., will be open to traffic by the summer of next year.

The western end of the by-pass, 1½ miles long, runs from the Chatham road to the British Legion village at Preston Hall. The new road will branch from the present Folkestone road (A20) at a roundabout to be constructed near Coldharbour Lane. The by-pass proper is to be of motorway design.

58 LORRIES PROHIBITED

OF 70 lorries and vans stopped in a spot check by Ministry of Transport examiners and police on the Nottingham-Birmingham road, on April 8, 53 were issued with delayed prohibition orders. Five were immediately ordered off the road.

Wallace Arnold Linking Opposed: Chairman Criticizes Procedure

STERN criticism was levelled at Wallace Arnold Tours, Ltd., by the Yorkshire Traffic Commissioners, last week, when they asked permission to link their Great Yarmouth express services from the West Riding with those of J. W. Kitchen and Sons, Ltd. Part of the application was for an amendment to the total return vehicle allowance which would enable duplication when needed. The objectors agreed to this being heard, but Maj. F. S. Eastwood, chairman, pointed out that in future Wallace Arnold must adopt the proper procedure.

The Commissioners were tired of last-minute letters from the company asking for special concessions, he declared.

Objectors to the application—which followed Kitchen's take-over by Wallace Arnold—were British Railways and United Automobile Services, Ltd.

Mr. J. Evans, for Wallace Arnold, said their aim was to run a joint service from Bradford, picking up at Stanningley, Wakefield and Castleford, from Whitsuntide to the end of September on Fridays and Saturdays. If the application were granted the Kitchen licence from Bradford, and that of Wallace Arnold from Castleford, to Gt. Yarmouth, would be surrendered.

Linking Advantages

Mr. J. Malcolm Barr, assistant managing director of Wallace Arnold, said there would be administrative advantages in the linking, such as one booking chart and control, and uniform timetables which would allow the operation of a loaded vehicle instead of two part loaded.

As Wallace Arnold were at present licensed for only the high season, more vehicles would be able to pick up at Wakefield and Castleford from Whitsun until the end of June and during September, and for this it was proposed to call evidence of need.

Although there would also be more vehicles picking up at Bradford and Stanningley the only practical effect would be that some additional seats would be available. They anticipated fully loaded coaches from each point with only the last vehicle picking up all round.

150 Vehicles Sought

During questioning by Mr. G. P. Crowe, for British Railways, Mr. Barr said they were applying for an overall vehicle allowance of 150. The aggregate of the two licences, and the balance between road and rail would not be altered.

He agreed that Kitchen's schedule showed that they had not operated to capacity in 1958, except during the two peak holiday weeks, but pointed out that an operator must have flexibility with his vehicle allowance. They would not be satisfied to leave the question of vehicles to the Commissioners. If the application were granted with reduced vehicles it would not be taken up.

Mr. Crowe submitted that if the application were granted as sought, Wallace Arnold could increase their traffic by one third without asking for additional vehicles and the period of the

present Wallace Arnold operation would be doubled.

Mr. W. Hargrave, for U.A.S., said Wallace Arnold sought to aggregate their whole return vehicle allowance on evidence of difficulties during only two weeks of the season. The whole application far transcended the need and would allow them to switch vehicles. Competition with other operators would thus be far greater.

A LICENCES GRANTED FOR MILK HAULAGE

A HAULAGE company who have increased their contract A-licence vehicles from 89 to 259 in the past eight years were last week allowed to transfer 17 short-term B-licence vehicles to A licence. They were Bulwark Transport, Ltd., Chippenham, Wilts, who secured the withdrawal of all objectors when they appeared at Bristol before the Western Licensing Authority, Mr. S. W. Nelson.

On their behalf, Mr. T. D. Corpe said they wanted a normal user covering milk and milk products for the Milk Marketing Board over any distance. The B licences were issued last year for milk transport, but since then production had declined, so in order to keep the vehicles occupied permanently it was necessary to travel longer distances.

The Board had advised Bulwark that what had once been a temporary need was now permanent, and journeys as far as London were envisaged.

Granting the licence, Mr. Nelson said a need for milk transport had been established, and there was customer evidence that at present the vehicles were fully occupied.

NO RISE IN RATES

AFTER examining variations in costs over the past two years which had resulted in a net increase in them, the rates committee of the Road Haulage Association decided on Tuesday not to propose a rise in general haulage rates.

PROFIT AND LOSS

Anti-Attrition Metal Co., Ltd., £22,454 group loss. Tax credit £11,317.
Kirby's Ltd., £43,709 group profit after tax. Year's dividends 35 per cent.
Pyrene Co., Ltd., £368,409 net profit after £388,622 tax. Year's dividends 27½ per cent.
Brosmilew and Edwards, Ltd., £95,481 net profit after £99,787 tax. Year's dividends 17½ per cent.
British Aluminium Co., Ltd., £1,030,242 net profit after £1,180,024 tax. Year's dividend 17½ per cent.
Willenhall Motor Radiator Co., Ltd., £128,095 net profit before tax. Year's dividends 30 per cent.
Bell's Asbestos and Engineering (Holdings), Ltd., £312,698 net profit after £264,519 tax. Year's dividends 20 per cent.
Esso Petroleum Co., Ltd., £8,669,000 net profits after £4,907,551 tax and credits from previous years. Dividend 1s. per £1 share.

Normal User Warning for Tanker Company

AS large operators, Midland Road Tank Services, Ltd., should have known better than to stray outside their normal user, Mr. W. P. James, West Midland Licensing Authority, warned the company on Monday. After granting them a new user for five vehicles, he told the managing director, Mr. T. R. Wood, that any substantial deviation would result in suspension or revocation of the licence.

The company were seeking the continuation of an A licence for seven tankers, with a modification to include the carriage of petroleum products. The British Transport Commission opposed the change.

Mr. G. C. Wesson, road transport superintendent for the Esso Petroleum Co., Ltd., said there had been a considerable increase in the demand for transport in the petroleum spirit grade of oils following policy changes by the gas industry and air lines. Esso proposed to use the company's vehicles throughout their Midlands division.

Mr. Brian Bush, for Midland Road Tank Services, said the B.T.C. had at one stage seemed to cast doubt on the accuracy of the figures, but had failed to pursue it. Now they had not cross-examined the witness as to need for the change—in fact, they were clutching at straws.

Recalling Mr. Wesson, the Licensing Authority said he was surprised the objectors had not cross-examined him. Esso had had the full use of three of the applicants' contract vehicles since the last hearing, and he wondered what difficulties there were now.

Mr. Wesson replied that Esso had a new contract from the North Western Gas Board involving the distribution of 25,000,000 gallons of naphtha.

Granting the application, Mr. James said he was satisfied there was a demand for petroleum spirit transport to the extent of five vehicles. There should be no difficulties in operation as the company had previously had vehicles with three different normal users.

ALL MOD. CON. FOR BUS WORKERS COSTS £93,000

HULL is to spend £93,000 on new central offices for the transport department despite criticisms and pleas for a cut in the cost. When the project was discussed by the council last week, Cllr. J. J. Nicholls urged that the transport committee should be made to have second thoughts.

He declared that the money was being spent on an industry which was "dying on its feet"—every year the number of passengers fell by 5 per cent. He liked the idea of canteen and welfare facilities being provided, but not a theatre, a television lounge, a licensed bar and an ornamental roof garden.

In reply, Ald. J. Henson, chairman of the transport committee, pointed out that the department had needed a block of offices for nearly 20 years. They had a turnover of about £1,000,000 a year, so they needed accommodation.

Men in the News

MR. T. N. HEWITT is the new manager for the Cardiff branch of Advance Motor Supplies, Ltd.

MR. H. H. CHAPMAN has resigned from the boards of Mann Egerton and Co., Ltd., and their subsidiary companies.

MR. A. W. NICHOLSON has been appointed specialist sales representative for Southern England by Romac Industries, Ltd.

PROF. D. F. MACDONALD has been nominated as a member of the special panel of the Transport Tribunal by the Secretary of State for Scotland.

MR. W. J. HORNE has been appointed assistant engineer to the Potteries Motor Traction Co., Ltd., where he has been workshop superintendent for the past six years.

MR. JACK REILLY, since 1933 Dublin office manager for the Goodyear Tyre and Rubber Co. (Great Britain), Ltd., has now completed 30 years' service with the company.

MR. GEORGE WARRINGTON has been elected chairman of the Institute of Transport's Sheffield section. MR. LEONARD MATTHEWS is vice-chairman and MR. L. JOHNSON treasurer.

MR. T. W. BRAZIL has become sales representative for the new commercial section of Coras Iompair Eireann, Dublin. Previously he was a C.I.E. road transport depot superintendent.

MR. ALEXANDER RAMAGE has been elected chairman, and MR. JOHN CLELLAND, MR. ANDREW DUNN and MR. ALEXANDER SCOTT have been elected vice-chairmen of the Scottish area of the Road Haulage Association.

THE DUKE OF EDINBURGH will become president of the College of Aeronautical and Automobile Engineering, Chelsea, on November 2 for one year. He succeeds LORD BRABAZON OF TARA, who has been president since 1950.

MR. T. HAYES has been elected chairman of the Midland Section of the Institute of Transport, succeeding MR. R. STARLING. Vice-chairmen are MR. G. DOW and MR. N. W. ROLFE, and MR. J. S. FURPHY is treasurer. MR. F. BISHOP is secretary.

MR. A. B. MUMFORD has been appointed general marketing manager at the central office of the Regent Oil Co., Ltd. His place as northern region manager has been taken by MR. H. J. TANNER, and MR. R. G. W. LIMMER is now manager of London region.

MR. DOUGLAS L. WALKER, who has retired after 42 years as general secretary of the Federation of British Industries, has become a director of Triplex Holdings, Ltd. He was awarded the C.B.E. in 1948, and is now a vice-president and honorary adviser to the Federation.

A30

MR. STANLEY S. DAWES has been elected president of the Institute of the Motor Industry for the 13th time.

MR. B. G. BONALLACK has been appointed president of the National Federation of Vehicle Trades. Vice-presidents are MR. R. E. SUGDEN and MR. H. J. BIGG, whilst MR. E. R. FOX is treasurer.

DRIVERS CRITICIZED

PROVINCIAL drivers were criticized at Nottingham, last week, by the Attorney-General, Sir Reginald Manningham Buller, who said they would have to adopt new driving techniques if Britain's motorways were to become a success. Sir Reginald told East Midland members of the Traders' Road Transport Association that in some parts of the country there was "an extraordinary passion for single-line traffic." This would have to end.

"In some towns the driver in front objects very strongly if a vehicle pulls up alongside at traffic lights," he said.

POSITION FOR ENGINEER

A ROAD transport engineer with full experience is required as manager of the overhaul works of a country-wide group of commercial contract-hire companies. The work involves routine maintenance of some 125 vehicles in London, and major docks on those from provincial branches. The fleet totals about 450. Letters should be addressed, "Contract maintenance," care of the editor.

Commissioners Ban Lower-deck Smoking

A BAN on smoking in the lower saloons of double-deckers operated by the Northern General Omnibus Co., Ltd., and the Sunderland District Omnibus Co., Ltd., has been imposed by the Northern Traffic Commissioners. Their ruling was given at Newcastle upon Tyne last week, when Northern General had 118 stage licences renewed and Sunderland District secured 19 renewals.

The chairman, Mr. J. A. T. Hanlon, said representations had been made over a number of years by various bodies, and last year Sunderland District Trades Council submitted a petition about smoking in buses.

For Durham County Council, Mr. J. W. Rennie said the council merely sought accommodation for non-smoking passengers. He submitted that under the 1930 Road Traffic Act the Commissioners could make this a condition on any stage licence. Following the lead given by the Government, the council were trying to reduce air pollution, particularly in buses. They felt that people should be able to avoid the risk of cancer if they wished to, and they also wanted to dissuade young people from heavy smoking.

Mr. F. Illingworth, for the North East

Little Gain from Budget Says P.M.T. Chairman

THE partial reduction in vehicle licence duties only scratches at the surface of the bus industry's problem and this year it is likely to be worth little more than the additional liability for profits tax, said Mr. Raymond W. Birch, chairman of the Potteries Motor Traction Co., Ltd., at the company's annual meeting last week.

Stability in fares and services could only be achieved, said Mr. Birch, by a "wholesale slash in the wickedly heavy tax on the industry's main raw material—oil fuel." Last year the company carried 128,500,000 passengers—8,000,000 less than in 1956, and only 600,000 more than in 1957 when there was a nine-day strike.

Other steps to be taken to meet current conditions included an order for 75 Leyland Atlantean 73-seaters and 10 coaches of advanced type. Experiments were continuing with a high capacity double-deck bus with a turbocharged engine.

In 1958, P.M.T. acquired the share capital of Baxter (Hanley), Ltd., and the concern operated by Mr. W. S. Rowbotham—two purchases which added 31 vehicles and premises to their assets. An associated company, North Western Road Car Co., Ltd., took over certain aspects of Wells Motor Services, Ltd., a P.M.T. subsidiary. The bulk of Wells services were being amalgamated with P.M.T. in the Biddulph area.

The directors recommended a final dividend of 5 per cent., making 10 per cent. for the year.

Federation of Trades Councils, pointed out that lower deck passengers usually included the physically handicapped, the aged and infirm, babies in their mothers' arms and people with heart and chest complaints. There were ample medical reasons why smokers should be prevented from "imposing their irritant fug on fellow passengers."

Mr. J. L. R. Croft, for the companies, said they had open minds in the matter. However, irrespective of the Commissioners' decision, they intended to display prohibitive notices on their lower decks if a census at present being taken proved that most passengers favoured the ban.

But he added: "It would be ridiculous to impose such a condition on licences held by the applicants when other operators' vehicles, running over common routes, were not so restricted." He suggested that if the ban were necessary it should be imposed generally in the Northern Traffic Area.

Giving the decision, Mr. Hanlon said he did not think it entailed hardship for the general public to restrict their smoking to the upper decks of buses.

"We are satisfied that a case has been made out for some trial of a restriction of this sort," he said.

R.H.A. Launch Nine-point Policy: Commission of Inquiry Wanted

THE need for taking road transport out of politics and for equalizing the basis of competition between road and rail was emphasized at a Press conference in London, on Monday, by Mr. R. N. Ingram, national chairman of the Road Haulage Association, when he launched the Association's new policy statement. He again stressed the danger to C-licensees implicit in the return of a Labour Government at the next election.

Six thousand copies of the statement have been printed for circulation to all members of the Houses of Lords and Commons, Government Departments and trade organizations, as well as to members of the national council of the R.H.A. Its main points are:—

(1) The setting up of an impartial commission to examine the economy and advantages of each form of transport, including coastal shipping.

It is pointed out that the whole future of transport is subject to problems which have never been satisfactorily solved, and experiments in ownership and operation have placed heavy burdens of taxation on the community without giving equivalent benefits in return. Apart from the broad inquiry into transport policy, the time has come to examine certain specific matters affecting more particularly the carriage of goods for hire or reward.

(2) Opposition to any extension of public ownership of the road haulage industry.

(3) The Association believe that they and the British Transport Commission can co-operate in many spheres without upsetting the element of competition which promotes efficiency and flexibility.

More Liaison with B.T.C.

They wish to expand liaison and to confine competition between independent hauliers and the freight-carrying sections of the Commission to the actual provision and development of economic transport facilities.

In the case of specialized traffics they wish to make direct contacts with organizations representing other industries with which there is at present no liaison.

(4) To endeavour in every way possible to free the road haulage industry from heavy taxation.

It is pointed out that of the gross total capital investment in road and rail transport vehicles in 1957, 86 per cent. was in road vehicles and 14 per cent. in railway rolling stock. Road goods vehicles accounted for 22 per cent. (£137m.). The total expenditure on road vehicles was £545m. a year and tax and licence revenue exceeded £500m. a year.

(5) Formation of a new Joint Industrial Council, including British Road Services, to deal with wages and conditions.

(6) The R.H.A. support a licensing system designed to regulate, by requiring proof of need, the volume and type of road transport available.

Nevertheless, they will continue to try to have the rights and obligations of A-licensees clarified and to secure some

indication of the extent to which A-licence holders may depart from their normal user without jeopardizing their licences. For this purpose test cases are being promoted before the Transport Tribunal.

Meanwhile, the Association advise members that, despite pressure from objectors to circumscribe their proposed normal user, they should declare and do everything possible to justify a user described in the widest possible terms.

Anxiety is expressed also over the apparent ease with which holders of contract-A licences and C-hiring margins have been able to secure A licences to cover these activities. "Other ancillary licences appear to give scope for a certain amount of abuse," the statement adds. They should not be permitted to be used as a cloak for the carriage of goods for hire or reward outside their scope.

(7) It is difficult to establish a national rates structure, but it is the Association's policy to issue "assessments of variations in operating costs," recommendations of justifiable amendments to operators' existing rates, and, where desirable, rates schedules for the guidance of members.

(8) Support is given to a permanent arrangement for ensuring an adequate allocation from national revenues to be used exclusively for road development and maintenance.

(9) Through the International Road Transport Union and in consultation with the Government, to promote and develop the international transport of goods by road between the United Kingdom and other European countries.

CASE OUTSIDE BENCH'S JURISDICTION

DURING a lorry check at Doncaster one day last September, a Ministry of Transport official saw a vehicle operated by Carrdale Haulage, Penrith, travelling north—but when he checked the driver's records later he could find no trace of the journey.

This was alleged at Penrith, last week, when Alan Watson was accused of not keeping records and his employers faced a summons for permitting the alleged offence. However, the magistrates upheld a submission by Mr. T. H. Campbell Wardlaw, defending, that if any offences were committed they occurred at Doncaster, which was outside the Penrith Bench's jurisdiction.

Watson was fined £3, with £2 2s. costs, on a charge of driving for more than 11 hours without rest at Penrith, and Carrdale Haulage were fined £5, with £3 3s. costs, for allowing it.

Seaweed is Waste, Court Tells Ministry

A HAULIER who was fined last year for carrying seaweed outside the conditions of his B licence successfully appealed against the conviction when he appeared at Bath Quarter Sessions last week. The operator, Mr. Stanley Wilfred Russett, Bournemouth, was fined 10s. with £1 1s. costs on each of six summonses at Bournemouth (*The Commercial Motor*, October 31, 1958).

Mr. Russett pleaded not guilty, but the Ministry of Transport pointed out that he was licensed only for agricultural produce, building materials and coal within 20 miles. In reply, Mr. Russett claimed that under the 1933 Act he was entitled to haul refuse—local authority work which was exempt from restriction.

The Ministry countered by saying that refuse was discarded material, not a natural product, like seaweed.

At the appeal hearing, Mr. E. S. Fay, for Mr. Russett, said that if the prosecution were right, rubbish could not be collected from the foreshore by a haulier. Yet it followed that if fallen leaves could be shifted, so could seaweed.

Allowing the appeal, the deputy recorder, Mr. J. N. Hutchinson, said he was satisfied that seaweed was mixed up with rubbish strewn on the beach. In this case, the seaweed was waste and worthless material which could well be included in the term "rubbish," although there might be all sorts of circumstances when seaweed would not fall into this category.

Mr. Russett was allowed costs.

WORKS SERVICE WITH 12-SEATER ILLEGAL

THE operation of an illegal works bus service with a 12-seater resulted in two men being fined at Nuneaton last week. Richard Anthony Edwards, Daldwell, admitted running the vehicle without a road service licence and public service vehicle licence and John Thomas James Stringer, Nuneaton, pleaded guilty to aiding and abetting.

For the West Midland Traffic Commissioners, Mr. M. T. A. Matthews said a special police check was made on the 12-seater's work and passengers were seen to board the vehicle at various points early in the morning. When questioned, Edwards explained that he was working on hire to Stringer, who wanted workers taken to and from a Coventry factory.

Mr. G. C. Teebay, defending, stressed that both men had been open with the police because they genuinely believed they were operating within the law.

Edwards was fined £12, with £3 costs, and Stringer £10, with £2 7s. 6d. costs.

£60,000 ORDER FOR ALBIONS

A £60,000 order for 24 under-floor-engined lightweight Albion bus chassis has been placed by the Ulster Transport Authority. They will be 30 ft. long Aberdonian models powered by 351-cu.-in. horizontal Leyland oil engines. It is understood that U.T.A. bodies will be fitted.

Special Express Service Granted for Christian Holidaymakers

THE need for special facilities to enable holidaymakers with Christian principles to travel together from Manchester to the Christian Endeavour Association's holiday home at Rhos-on-Sea, Conway, and Penmaenmawr was debated before the North-Western Traffic Commissioners on April 9, when the Penmaenmawr Motor Co., Ltd., applied for a new express service from Manchester on Saturdays only from Whitsun to September and at Christmas and Easter.

North Western Road Car Co., Ltd., Crosville Motor Services, Ltd., and British Railways objected. Mr. J. Bellis, for the applicant, said passengers had been carried from Manchester to the home by the Penmaenmawr Motor Co. for the past eight years organized as private parties.

This had been done quite legally by one of the officials of the association, but it was now desired that the bus company should do the booking.

No Risk to Teenagers

It was not intended that the general public should be carried as the association felt that if only persons from good Christian homes were carried, parents could send teenagers alone without the risk attendant on normal travel.

The applicants had been associated with the home in providing excursions since 1918, and since 1950 an average of 570 passengers had been carried each summer by private party.

Mr. C. Stacey, of Sale, transport organizer for the association, said that because of crowded rail and bus services to North Wales in 1950 it was decided to run a coach.

Questioned by Mr. D. L. Fytch, for North Western Road Car Co., he said that the applicants were paid £23 for a 41-seater coach, and return fares of 21s. were charged. Although there was a large profit on full coaches, there was an overall loss because of part-loaded duplicates.

Different View Likely

The chairman, Mr. F. Williamson, commented that if the Traffic Commissioners had known of this method of charging, a different view would have been taken of the legality of their operations.

Mr. Fytch submitted that North Western had comparative facilities already with those proposed to Rhos and reasonable connectional facilities to Conway and Penmaenmawr. They had not refused any passengers to North Wales since 1954 and the home's traffic could easily be absorbed. If the application was granted the door would be left open to similar organizations.

Although the service had been running for eight to nine years, said Mr. G. H. P. Beames, for British Railways, the operation had been dubious. No other evidence of need had been

produced and even if the Traffic Commissioners did not entirely exclude them, any grant should be for a test period only.

In view of the history of the service, and as its private nature would be maintained, the application, except for Easter and Christmas would be granted for a 12 months period, said Mr. Williamson. Detailed figures would be required, and if it appeared that Rhos could be segregated without affecting it economically, that might have to be done.

STANFORD-LE-HOPE BY-PASS GRANT

A GRANT of £549,750 has been made by the Minister of Transport towards the cost of constructing the Stanford-Le-Hope by-pass. The grant represents nearly 75 per cent. of the estimated cost.

Stanford-Le-Hope is on the A1014 road to Thames Haven and Coryton which carries heavy oil-tanker and bus traffic to and from the oil refineries.

Two 24-ft. carriageways will be built for a distance of 1½ miles from a flyover junction with the main Southend road. This will pass over the railway and form the actual by-pass. The road will be widened from Rainbow Lane to continue the dual carriageways for a further three miles to Coryton.

Work is expected to start next year.

RUNCORN-WIDNES BRIDGE APPROACH TO COST £1m.

A NEW road leading to the Runcorn-Widnes bridge from the junction of the Liverpool, Manchester and St. Helen's roads at its northern approach, will cost £1m.

It is expected that every day 7,500 vehicles will use the new approach, which will be ½-mile long. Much of it will be constructed on a viaduct. A flyover will be built where the road crosses Ditton Road (A562) and slip-roads will connect with the Liverpool-Manchester route and the St. Helen's road (A568).

"Public Opposed to Nationalization"

IF the Labour Party is not returned to power at the next general election, nationalization of the transport industry, or of any other industry, will never again be an election issue. The general public are fundamentally opposed to further nationalization measures, and nationalization should be presented to the general public as a vital issue at the coming election. From 1945 the public has had a great deal of experience of nationalization, and is sadly disillusioned by the results.

These views were given by Mr. R. N. Ingram, national chairman of the Road Haulage Association, at the annual dinner of the R.H.A. West Midland area.

After welcoming the abolition of purchase tax, Mr. Ingram said that it represented a cost saving at the most useful time to the operator, but the consequent reduction in purchase price had little effect on the overall cost of operation in the life of a vehicle.

ALBION PROTECTING GHANA MARKET

A RECENT visit to Ghana by representatives of a German vehicle company has resulted in Albion Motors, Ltd., sending their own representative to the country in an effort to safeguard their bus business there. The Germans suggested that Ghana's State buses should be manufactured in Germany, but 95 per cent. of the buses now operated are Albions.

The British company were invited to submit a report and on Tuesday Mr. E. R. L. Fitzpayne, general manager of Glasgow Transport Department, left Britain to undertake the job.

NEW LOOK AT DISC PARKING

A PARTY of traffic experts, led by Mr. Alex Samuels, chairman of the London and Home Counties Traffic Advisory Committee, is making a four-day visit to Paris to study the progress of the parking-disc scheme operated in the centre of the capital.

New Transport Companies

J. W. Capstaff (South Lancashire), Ltd. Cap. £3,000. Dirs.: John W. Capstaff and Hannah M. Capstaff, 95 Benton Park Road, Newcastle upon Tyne. Sec.: R. N. Johnston. Reg. office: Western Lodge, Little Benton, Newcastle upon Tyne. 7.

Bemerton Transport, Ltd. Cap. £100. Dirs.: David Sinclair, Litchfield Way, London, N.W.11; Ashley Wise, 36 Lakenheath, London, N.14, and Reuben Emanuel, 136 Prince George Avenue, London, N.14. Sec.: A. Wise. Reg. office: 77 Portland Place, London, W.1.

H. Christmass Transport, Ltd. Cap. £10,000. Dirs.: Harold Christmass, Peter S. Christmass and Mrs. Muriel E. Christmass, 74 St. Margaret's Avenue, Cottingham. Sec.: H. Christmass. Reg. office: Oberon Chambers, Queen Street, Hull.

Alexander Paterson (Meal Hauliers), Ltd. Cap. £6,000. Dirs.: Alexander Paterson, 120 Woodbourn Road, Attercliffe, Sheffield, 9, and David E. Mosely, 26 Ladbroke Grove, London, W.11. Sec.: G. Dumaresq. Reg. office: 16-17 Devonshire Square, London, E.C.2.

Smiths Partners Roadways (Dundee), Ltd. Cap. £100. Dirs.: C. A. Smith and C. W. Baker, 580 Perth Road, Dundee, and F. A. Mackintosh, Overlea, Station Road, Invergowrie. Sec.: F. A. Mackintosh. Reg. office: 7 South Union Street, Dundee.

Robert Pollock, Ltd. Cap. £10,000. Dirs.: J. B. Pollock, Bonnaughton Farm, Bearsden; M. Pollock,

24 Cumloddon Drive, Glasgow, N.W.; and R. Pollock, W. Pollock and M. B. Pollock. Sec.: M. Pollock. Reg. office: 24 Sandbank Street, Mayfield, Glasgow.

Service Transport (Frome), Ltd. Cap. £1,000. Dirs.: Richard F. Baker, Crowd Hill Farm, Fair Oak, near Eastleigh, and Ronald H. Dommett, 102 Wilton Road, Salisbury. Sec.: R. H. Dommett. Reg. office: Cann Common, Shaftesbury, Dorset.

Service Transport (Mendips), Ltd. Cap. £1,000. Other particulars as for Service Transport (Frome) Ltd.

Service Transport (Weymouth), Ltd. Cap. £1,000. Other particulars as for Service Transport (Frome) Ltd.

Service Transport (Yeovil), Ltd. Cap. £1,000. Other particulars as for Service Transport (Frome) Ltd.

Ward and Co. (Leicester), Ltd. Cap. £10,000. Dirs.: Walter Ward, 40 Olphin Street, Leicester, and Miss Beatrice Ward, 122 Willow Street, Leicester. Sec.: S. Holyland. Reg. office: 31 Market Place, Leicester.

E. Childs and Son, Ltd. Cap. £3,000. Dirs.: Edward G. Childs, 26 Rosehill Close, Hoddesdon, Herts. Sec.: Kathleen M. Childs. Reg. office: 91 Whitley Road, Hoddesdon.

Coulson Haulage (Leeds), Ltd. Cap. £150. Subs.: Sydney Coulson, Mrs. Ann Coulson and S. Coulson, 5 Gledhow Park Avenue, Leeds, 7.

Extended Tours Need Wider Catchment Area—Mr. W. P. James

IF extended coach tours were to survive, in the face of competition from Continental coach tours, they must be allowed a much wider catchment area than that sufficient for day tours, said the chairman of the West Midlands Traffic Commissioners, Mr. W. P. James, at Birmingham, on Tuesday.

After a hearing occupying two full days, the Commissioners deferred their decision on an application by Shropshire Omnibus Association, on behalf of five members, for a licence to run extended tours to English, Welsh and Scottish holiday areas during the summer.

Appeal for C. and D. Vehicle Fails

AN appeal by Monro's Transport (Aberdeen), Ltd., against the Scottish Licensing Authority's refusal to grant them a collection and delivery articulated outfit for trunk consignments, was dismissed by the Transport Tribunal in Edinburgh on Tuesday.

Giving the Tribunal's decision, Mr. J. C. Poole said the vehicle was to be based at Glasgow and would operate within a five-mile radius. The application had been carefully considered by the Licensing Authority, and the Tribunal substantially agreed with his assessment of the facts.

They thought one other point should be made—an articulated outfit with a capacity of about 10 tons was not suitable for collection and delivery work on a single trunk service between Aberdeen and Glasgow.

SEMI-TRAILER BROKE AWAY: B.R.S. FINED £5

HOW the semi-trailer of a British Road Services articulated outfit broke away at a roundabout was described at Ipswich, last week, when B.R.S. were fined £5 for not having it securely attached to the tractor. They denied the offence.

Chief Insp. J. Lacy, prosecuting, said the driver claimed to have checked the safety locking device before taking the outfit out of the depot. The branch manager had made a statement in which he said that both B.R.S. and the manufacturers of the coupling mechanism were satisfied that it was faultless. It operated perfectly, provided it had been engaged properly, as the driver claimed.

The driver, who also pleaded not guilty, was fined £1.

R.H.A. SOUTHERN ELECTIONS

ONCE again Mr. G. H. G. Barber (Victory Transport, Ltd.) has been re-elected chairman of the Southern Area of the Road Haulage Association. Mr. J. Rawlings (J. Rawlings [Haulage], Ltd.) has been elected vice-chairman.

Sub-area elections are as follows: **Aldershot:** Chairman, Mr. W. J. Morris (Morris Removals, Ltd.); vice-chairman, Mr. E. H. Whitall (E. H. Whitall, Ltd.). **Basingstoke:** Chairman, Mr. J. Rawlings (J. Rawlings [Haulage], Ltd.); vice-chairman, Mr. J. F. Remington (A. C. Hutton, Ltd.).

Mr. James said that the Commissioners first wished to hear an application by Salopia Saloon Coaches, Ltd., who were objecting to the present application, for permission to run feeder services to their own extended tours. Other objectors were G. H. Austin and Sons and Jones Coachways.

Birmingham and Midland Motor Omnibus Co., Ltd., and Worthington Motor Tours, Ltd., withdrew their objections after Mr. K. Mynett, for the applicants, had substituted an area of four miles radius from Oakengates, Shropshire, for the original eight miles, as the proposed catchment area.

Local residents gave evidence that there were no public transport facilities to connect with the Salopia tours leaving Shrewsbury and Whitchurch early on Sunday mornings.

Mr. E. T. Davies, a director of Salopia, said that his company drew traffic from the proposed catchment area.

"We rely exclusively on the remuneration from holiday tours and extended tours to provide a subsidy for the many rural services which we operate at fares well below the cost of the service. Every time a vehicle turns out from our depot on these services it is like throwing away 5d. for every mile it runs," said Mr. Davies. People came from centres as far away as Birmingham, Liverpool and Manchester to join his company's extended tours.

Mr. J. H. Poppett, tours manager for G. H. Austin and Sons, said they operated Continental tours from Cannock, about 20 miles from Oakengates. These were in competition with English extended tours and would be affected by them.

Mr. James said Mr. Mynett had described as "little drops of rainfall" the amount of traffic which Salopia coaches drew from the applicants' suggested catchment area. "But I believe it is true that the last £5,000 or £10,000 of gross profit makes all the difference between profit and loss," he continued. "We appreciate that Salopia Coaches have a very great interest in this area."

149 MORE BANTAMS ORDERED

AN order for 149 Karrier Bantam A2-3-ton oil-engined chassis with cabs to carry soft drinks from factories and distribution depots throughout the country has been placed by the Co-operative Wholesale Society, Manchester. A hundred Bantams were purchased by the Society last year.

Contract Licence Terms Broken

AN applicant before Mr. S. W. Nelson, Western Licensing Authority, at Bristol, on Monday, admitted he had been carrying under a contract-A licence cut stone which did not belong to the concern with whom the contract had been taken out. He was Mr. K. W. Sturme, of Minrose, East Road, Bridport.

He sought a B licence for three vehicles (9 tons) to carry for Bath and Portland Stone Firms and associated companies within 150 miles. The licence was to replace a contract-A licence for work undertaken on behalf of Fleet Contractors, Ltd.

Mr. Kenneth Sturme, in cross-examination, said that last year he began to carry cut stone. When Mr. Nelson asked who owned the stone, Mr. Sturme replied: "The Bath and Portland Stone Firms." When he agreed that Fleet Contractors, Ltd., did not own it, Mr. Nelson commented: "Then you should not have carried it on their behalf and I am very doubtful whether you should have been granted a contract licence at all for this firm."

So far as cut stone was concerned, Mr. Sturme was a newcomer and there was no evidence of need for the licence. Mr. Nelson granted a B licence for the three vehicles to carry goods for Wessex Spreaders, Ltd., within a radius of 120 miles.

RAIL SERVICE POOR: COACHES INSTEAD

AFTER Mr. John Hill, secretary of Cromer Advertising Bureau, had complained of the railway service to Cromer, the Yorkshire Traffic Commissioners on Monday granted Sheffield United Tours, Ltd., permission to run two coaches each Saturday from Rotherham and Sheffield to Sheringham and Cromer until the end of August, and after that one a week until the end of September. The grant is current for a year.

Mr. A. G. Dyer, of British Railways, who objected, claimed that they were entitled to consideration because they provided services in lean times as well as in summer. Inquiries for services to Sheringham and Cromer had, he said, been few.

WHAT TRANSPORT COSTS

THE true cost of transport as a service was not that of the movement itself, but the cost to industry if it should fail, Mr. H. C. Chandler, chairman of the Eastern Area of the Traders' Road Transport Association, said in his annual report to the area at Bury St. Edmunds last week.

The first essential to the prosperity of transport was, he said, the prosperity of the country. The way to achieve it was through efficiency in production and distribution. It was vital that industry should have complete freedom of transport and be able to use road, rail, air or shipping as occasion demanded. Freedom of the trader to use his own vehicles followed naturally from this premise.

Vehicle Problems in the Trans-Antarctic

SUMMING up his paper "Performance of Vehicles Under Trans-Antarctic Conditions" read before the Automobile Division of the Institution of Mechanical Engineers in London on Tuesday, Mr. D. L. Pratt, who acted as transport and engineer officer on the 1957-58 trans-Antarctic expedition, reached several conclusions regarding the operation of motor vehicles under truly Antarctic conditions.

These showed that one of the principal problems concerns engine starting. The high cranking torques at low temperatures were materially reduced by the use of low-viscosity oils, in which case engine starting was stated to be quite practical down to -40° F. without oil dilution and down to -60° F. without oil dilution but with preheating.

Lagged battery boxes without battery preheating were sufficient for vehicles not having ancillary electric loads, but for vehicles with such loads, battery preheating was essential and air preheating was found to be faster than coolant preheating.

The author stated that conversion of vehicle electrical systems to A.C. generation should solve the battery heating problem and cope more adequately with all ancillary electrical loads.

In operation, vehicle engines tended to overheat rather than run cold because of low terrain speeds (1-8 m.p.h.), and crankcase lubrication using a mineral oil with additives, corresponding to S.A.E.5W/20W, was found to be perfectly satisfactory for continuous use.

Petrol engines were used on all vehicles for several reasons, notably better starting, easier repair and lower weight.

MERCHANT PLEADS FOR FRUIT VEHICLES

MORE hauliers are needed who specialize in the carriage of fruit, said Mr. M. Rooney, a Manchester fruit merchant, at a Liverpool traffic court on Monday. He was giving evidence in support of S. Davies (St. Helens), Ltd., who wanted two vehicles on B licence for the collection and delivery of trunk traffic within 50 miles.

Mr. Rooney pointed out that fruit had to be at the market early; if there were delays it soon perished. There had been delays in Davies' deliveries because they had not the vehicles to cope with the demand.

Answering Mr. G. H. P. Beames, for British Road Services, Mr. Rooney said B.R.S. did not specialize in fruit, although at the moment he split his traffic more or less evenly between B.R.S. and Davies.

Mr. F. Davies, managing director of the haulage company, said he had 24 trunk vehicles. He had frequently had to let customers down by late deliveries and had been unable to pick up regularly.

Mr. Beames submitted that a case had been made out for only one vehicle to operate within much less than 50 miles. Mr. F. Williamson, North Western Licensing Authority, granted one vehicle with a 12-mile radius.

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'Subpoena Witnesses? No,' Says Mr. James

APPLYING for a new six-vehicle B licence at Birmingham, on Monday, Wm. Legge Transport and Contracting Service, Ltd., explained why they were now running four vehicles on short-term licence when at one time J. O. and W. H. Legge had six vehicles in operation.

Mr. B. J. Legge, a director, said that after a six-vehicle licence was granted to Legges work became scarce because of the Suez crisis, and two lorries were laid up. They had not been used since. A limited company had now been formed and it was proposed to take over Legge's four vehicles and acquire two more to make up the original six.

This year's haulage earnings with four vehicles were £4,186, compared with the £2,600 earned by six vehicles last year. The demand for their services was now so great that it was difficult to arrange proper maintenance.

After hearing a supporting witness, Mr. W. P. James, West Midlands Licensing Authority, said the fact that Legges originally had six vehicles could not be accepted as proof that a similar number was now required. He granted five.

Asked if it were possible to subpoena witnesses to give evidence for the outstanding lorry, Mr. James said customers would not need to be forced to give evidence if they had serious transport difficulties.

POST-BUDGET PRICES

VAUXHALL MOTORS, LTD., announce a series of post-Budget prices for the most popular Bedford models: 10-12-cwt. van (petrol), £445; 35-cwt. van (oil), £968; 4-ton drop-side truck (P), £870; 6-ton tipper (O), £1,225; 6-ton drop-side truck (P), £1,010; 7-ton drop-side truck (O), £1,358; 6-cu.-yd. tipper (P), £1,215.

Leyland Motors, Ltd., report a record flow of firm orders for their 12-ton gross Comet oilers which have been reduced in price by nearly £500. The company say orders so far are four times bigger than usual.

Transport Equipment (Thornycroft), Ltd., have announced an overall reduction in the price of their medium-load vehicles of up to £781.

RAIL COMPETITION "UNFAIR"

"INTENSE and unfair" competition from British Railways was partly responsible for a £15,000 loss by Southport Transport Department last year, stated Ald. Sir Herbert Barber, chairman of the town's finance committee, when the council considered their budget.

"There is probably no other town of the same size in the country where there is an electric train service from end to end of the borough and serving nine stations," he said. "With regard to the tremendous losses of the British Transport Commission, it must be extremely difficult to justify the uneconomic fares charged on the local line."

"It is quite impossible for our department to compete with them."

Insignificant Cut in Tax—Mr. Davies

DESCRIBING the reduction in Excise duty on public service vehicles as "insignificant" in the Budget debate in the House of Commons on Monday, Mr. Ernest Davies said that the only effective way to help bus operators in their present difficulties would be a cut in or exemption from fuel tax.

Earlier Mr. J. E. S. Simon, Financial Secretary to the Treasury, had pointed out that successive Governments had refused to discriminate fiscally between different users of fuel. "It would be quite unfeasible to remit the duty on buses only," he argued.

Mr. Davies disputed this. A considerable amount of oil fuel was untaxed, and the Chancellor of the Exchequer had just made proposals to remove liability to duty from certain vehicles. If it were considered administratively possible to exempt these vehicles from tax, why was it not so to exempt buses, he asked.

More relief had been given to the road haulage industry, by the abolition of purchase tax on goods-vehicle chassis, than to passenger transport, which was suffering from a number of factors outside its own responsibility. The cut in Excise duty meant that a 65-seater covering 40,000 miles a year would save 0.376d. a mile. This could have no effect upon whether any unremunerative route could be continued.

BUS STRIKERS CRITICIZED

THE strikes and working to rule which disrupted Leicester bus services earlier this year are criticized in a report of the National Joint Industrial Council for the road passenger transport industry, who have been inquiring into the dispute. The report says that constitutional procedure was not adopted and in future these facilities should be used to the full.

Discussing Inspector Moore—the man whom crews claimed was too severe—the report suggests that the corporation are the people to decide who they will employ and in what capacities.

£40 FINE ON HAULIERS

PLEADING guilty to seven charges of letting men drive excessive hours and three counts of not ensuring that records were kept, L. Pike, Ltd., hauliers, Wootton Bassett, were fined a total of £40, with £2 6s. costs, at Wootton Bassett last week. Three drivers were fined a total of £25, with £3 3s. costs.

Lionel Pike, managing director, said the offences had been committed because he was unaware of the regulations. Imposing the fines, the chairman said he was taking this into account.

GRAND SLAM BY A.E.U.?

AN immediate wage increase of 30s. a week "without strings," a national one-day token strike and an overtime ban to enforce the introduction of a 40-hour week, and three weeks' annual holiday with pay, are to be proposed at the annual policymaking conference of the Amalgamated Engineering Union at Eastbourne on April 27.

Austin and the P.L.A. Police



IN 1802 a hundred men, armed with musket and cutlass, guarded London's first commercial docks. Today the tidal reaches of the Thames, 69 miles from the Estuary to Teddington, are controlled by the Port of London Authority.

The five great dock areas—in Wapping and Shadwell, Rotherhithe and Bermondsey, the Isle of Dogs, North Woolwich and Tilbury—are protected by the P.L.A. Police. At the dock gates, on the quays, in the roads, round the warehouses, they are on guard.

Riches of the world The P.L.A. are probably the largest warehouse-keepers anywhere. Their tall gaunt buildings, clustered about the docks, hold the world's wealth. Wine and wool, tea and tobacco, rubber, meat,

drugs and timber, oil, ivory and ostrich feathers. Dockland is rich in temptation, its protection a man-sized job.

The 600 men who make up the P.L.A. Police are highly trained, highly skilled, ready, when trouble flares up, to assemble at a moment's notice. Night or day, the P.L.A. Police are constantly on the alert. The mobile part of the force is soon at a danger spot.

At a moment's notice A mobile force needs dependable transport. The Port of London Authority have chosen Austins. Their police vans are likely to be needed anywhere, at any time, to carry any and every kind of load. Speed, manoeuvrability and large capacity are essential. The P.L.A. Police find what they need in Omnivans.

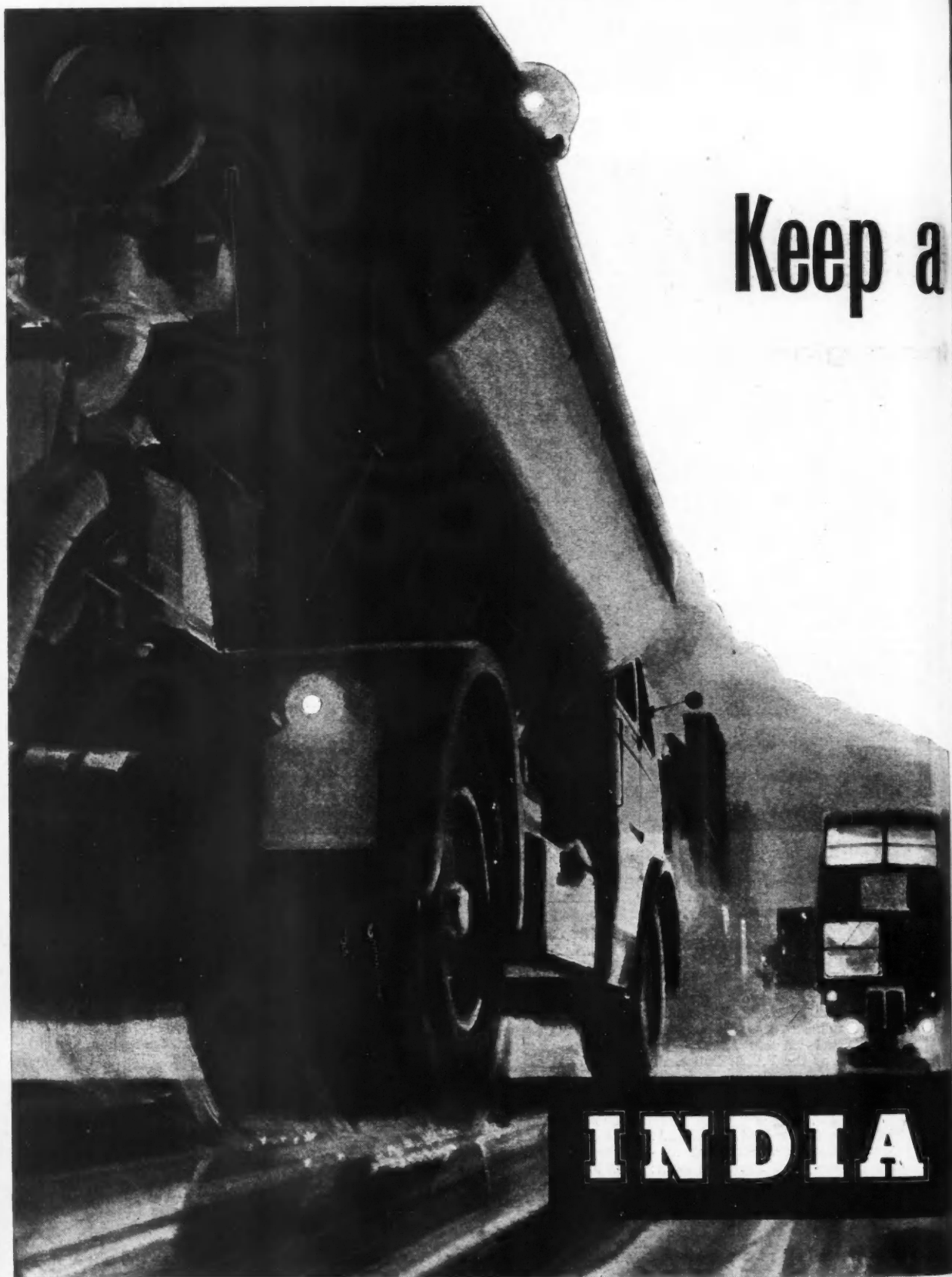
And more besides Load space in the Austin Omnivan is exceptional—200 cubic feet for a good 15 cwt. Low floor and wide rear door make for easy loading. All-steel mono-construction gives great strength—with lightness. Power from 1500 c.c. O.H.V. engine. Luxury comfort in cab. 12 months' warranty and the backing of B.M.C. Service—Britain's best service and parts organisation.

See the Omnivan at your Austin dealer's. Ask him, too, about the rest of the Austin commercial range: $\frac{1}{4}$ ton to 7 tons plus prime movers for gross train weights up to 15 tons.

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The new faster motorways will mean longer runs at maximum speeds and extra strain on tyres—fit INDIA Red Flash giants and carry more loads farther, faster, at lower cost.



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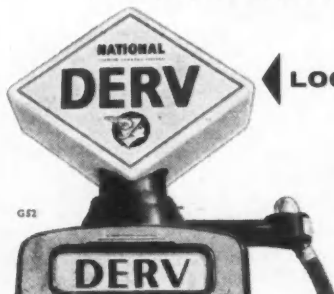


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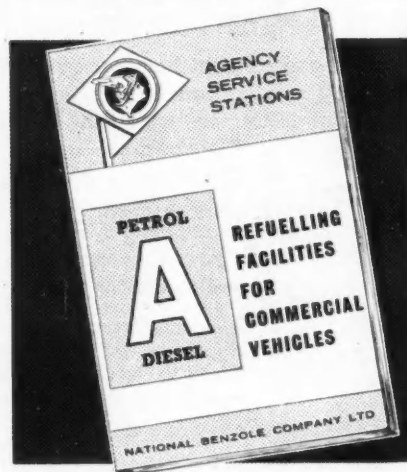
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Budget: Some Bus Operators Need Higher Fares, Others Can Manage

THERE has been a mixed reaction from the bus industry to the Budget. Some operators are lodging fare applications which have been delayed pending the Chancellor's decisions, whilst others believe that the Excise duty concession will enable them to stave off immediate increases. On the whole, there appears general disappointment that no cut in the fuel tax was forthcoming, although the reduction in duty for buses has been warmly welcomed.

The Trent Motor Traction Co., Ltd., are putting forward a fares application to the East Midland Traffic Commissioners to cover wage increases. Their general manager, Mr. W. Leese, said the company were extremely disappointed that the fuel tax was to remain unchanged, for the reduction in Excise duty would not cover increased costs.

"Since last October we have been carrying the burden of wage increases amounting to over £55,000 a year, and an application to increase fares was delayed to await the result of the Budget," he said. "We have made it clear on more than one occasion that the absence of a concession of fuel tax would make an upward adjustment in fares inevitable."

Barton Undecided

One of Trent's major competitors, Barton Transport, Ltd., are still undecided about their next move. Mr. F. Broomfield, secretary, told *The Commercial Motor* that they were disappointed by the Budget, but the Excise duty cut might prevent an immediate application.

Nottingham Transport Committee think the licensing concession will prevent a fare increase which was planned for June. Ald. S. P. Hill, chairman, said the reduction would save the undertaking "many thousands of pounds."

Stratford Blue Motors, Ltd., are amending an application already submitted to the Commissioners, because they will save £1,919 a year in Excise duty. Originally they had asked for increases on a mileage scale varying from 1d. to 2d.

Also amending an application are the Birmingham and Midland Motor Omnibus Co., Ltd., whose operating costs will be reduced by £90,000 a year.

Ribble Save £56,000

An official of Ribble Motor Services, Ltd., said the Budget cuts would mean a saving of about £56,000 a year and it might now be possible to shelve the introduction of increased express fares authorized in March.

"The express service fares have already been increased in higher proportion to other fares," he said, "and these should be considered first. Secondly, the saving which the Budget gives would just about cover what we estimate the approved increase in express fares would have produced."

Mr. R. G. James, general manager of the East Kent Road Car Co., Ltd., welcomed the cut in duty, pointing out that his company would save about £25,000 a year, which would be a considerable

help towards maintaining present levels of fares and services.

He was sorry that there had been no fuel tax reduction, however, because wage awards were costing East Kent £50,000 a year, and so far this increase had not been reflected in fares or services.

East Yorkshire Motor Services, Ltd., said in a statement that the Chancellor's concession was small—it would save the company only £6,000 in the present year. However, the result would be some slight improvement in rural services and the company were planning to meet the local authorities in their area immediately to decide the restoration of routes.

No Increases Needed

Leicester Transport Committee, who had been contemplating further service cuts, believe that the concession will allow them to carry on unchanged. But the Lincolnshire Road Car Co., Ltd., are going ahead with their economy plans. Mr. R. F. Bushrod, general manager, pointed out that losses would not be covered by the reduction.

Ald. C. E. Snook, leader of Lincoln City Council, described the concession as "a drop in the ocean in face of a £60,000 deficit." On the other hand, Mr. J. T. Robinson, general manager of the United Counties Omnibus Co., Ltd., feels that a saving of £20,000 a year will be a useful contribution towards cutting the company's running costs.

Application Withdrawn

The Bristol Omnibus Co., Ltd., who will benefit by £64,000, have withdrawn a fares application submitted to the Western Commissioners and will modify it. The application was designed to yield an extra £65,000 a year.

For Birmingham Corporation the duty cut will result in a saving of £100,000 in a full year, according to Ald. Leonard Coffey, chairman of the transport committee. Compared to this amount, however, fuel duty was costing them £700,000, he said. In addition, income for the past six months was £50,000 down on the estimate.

Coventry Corporation will save £20,000 through the concession.

TRAFFIC OFFICERS?

NO proposal from a police authority to establish a force of civilian traffic officers, which would release the constabulary to concentrate more upon criminal and other matters, has been made to Mr. R. A. Butler, Home Secretary, who said in the House of Commons last week that he would be "very interested" to hear of any suggestions from local police forces.

New Officers Elected by R.H.A. Sub-areas

ELECTION results in the Road Haulage Association's Metropolitan and South Eastern Area have now been announced. The area chairman is Mr. A. E. Drain, and vice-chairmen are Mr. J. H. G. Penfold, Mr. P. H. R. Turner and Mr. F. Wheeler. Sub-area results were:

Central London: Chairman, Mr. E. W. Voller; vice-chairmen, Mr. H. F. Capon and Mr. K. A. Hatcher. North London: Chairman, Mr. Steve Eastmead; vice-chairmen, Mr. H. C. Redburn, Mr. E. Wade and Mr. E. W. Wilkins. South London: Chairman, Mr. W. W. Grace; vice-chairmen, Mr. A. E. Drain and Mr. S. Harper. East London: Chairman, Mr. Eric R. Taylor; vice-chairmen, Mr. F. R. Bird and Mr. W. Townsend. West London: Chairman, Mr. J. Theobald; vice-chairmen, Mr. A. E. Adams and Mr. A. Doyle.

Luton and District: Chairman, Mr. H. J. Masters; vice-chairmen, Mr. A. G. Kitching, Mr. A. Thompson and Mr. C. Williams. Brighton: Chairman, Mr. N. E. Marston; vice-chairmen, Mr. G. Forbes and Mr. E. Masters; secretary, Mr. V. R. Chennell. Chichester: Chairman, Mr. J. H. G. Penfold; vice-chairman, Mr. A. E. Parker; secretary, Mr. A. Shoemith. Dartford and Gravesend: Chairman, Mr. R. Draper; vice-chairman, Mr. L. Baldock; secretary, Mr. W. J. Burness. Eastbourne: Chairman, Mr. B. W. Manser; vice-chairman, Mr. E. R. Rich; secretary, Mr. A. F. Rich.

Folkestone and Ashford: Chairman, Mr. J. T. Fagg; vice-chairman, Mr. J. Husk; secretary, Mr. P. L. C. Brazier. Guildford: Chairman, Mr. W. A. Blackburn; vice-chairmen, Mr. A. E. Genet and Mr. L. W. Kelly; secretary, Mr. P. R. May. Hastings: Chairman, Mr. A. Jempton; vice-chairmen, Mr. S. B. Carey and Mr. S. C. Willingham; secretary, Mr. S. J. Carey. Horsham: Chairman, Mr. M. J. Baker; vice-chairman, Mr. A. J. Lee; secretary, Mr. K. H. Young. Maidstone: Chairman, Mr. L. Brencley; vice-chairmen, Mr. H. Harman, Mr. F. M. Mumford and Mr. G. Thomas; secretary, Mr. W. R. Manser.

Medway Towns: Chairman, Mr. J. M. Breen; vice-chairmen, Mr. A. A. Everett and Mr. F. A. Wade; secretary, Mrs. H. M. Turner. Redhill: Chairman, Mr. W. Simmons; vice-chairmen, Mr. A. W. Dunn, Mr. J. Riddle and Mr. J. Stewart; secretary, Mr. A. F. Snelling. Tunbridge Wells: Chairman, Mr. R. C. Crouch; vice-chairmen, Mr. D. W. Beasall, Mr. R. D. Cooper and Mr. E. E. Sturgeon. Secretary, Mr. F. A. Mortimer.

HAULIERS CONGRATULATED ON THEIR EVIDENCE

THERE was no opposition at Bristol last week, when Mr. A. H. Gore, Clutton, asked for an A licence to cover six existing vehicles, five of them now on B licence and the other on contract A. Mr. T. D. Corpe, for Mr. Gore, said the idea was not to take on extra work, but to make vehicles more interchangeable.

He produced figures prepared by Mr. G. H. West, an accountant who is also Mr. Gore's partner.

After studying them, Mr. S. W. Nelson, Western Licensing Authority, remarked that he had never before received such detailed information to support an application. He granted the application.

HAULAGE COMPANY WOUND UP

A WINDING-UP order was made last week against Murphy Bros. (Rochdale), Ltd., on the petition of a creditor, the Power Petroleum Co., Ltd. Haulage was one of the company's activities.

Critics Go to Work on Labour's Plans at R.H.A. Mass Meeting

MANY hard-hitting criticisms of nationalized industries were made by the four speakers at a mass meeting in Dudley, last week, sponsored by Mr. J. F. Walsh, chairman of the Dudley sub-area of the Road Haulage Association. The meeting was held to discuss the proposed nationalization of road transport by the Labour Party.

Mr. Hugo O'Hear, Aims of Industry, warned operators that they would be "hitched to a trollop" if road transport were renationalized. Ald. J. E. Talbot, prospective Conservative candidate for Brierley Hill, pointed out that the staff of a totally nationalized system would be tied to one employer.

Cllr. F. S. Spiller, prospective Conservative candidate for Dudley and Stourbridge, claimed that a five-minute decision was inevitably referred to a chain of people in the case of a nationalized undertaking. Mr. R. N. Ingram, national chairman of the R.H.A., emphasized that nationalization of the industry would

give an advantage to Continental competitors and that the country would be at the mercy of the railways in the event of a strike if there were no free-enterprise hauliers to move essential loads.

Mr. O'Hear wondered what the effect on the country would have been if the free-enterprise motor industry had expanded at the same rate as the nationalized road network. The lag in road development was symptomatic of the failure of nationalized undertakings to keep pace with the ever-expanding economy of a free-enterprise community, he declared.

After describing the British Transport Commission as a rigid, over-centralized structure, Mr. Spiller stated that nationalization of long-distance road transport in 1947 had not been accompanied by integration of the Commission's services. Operation of the railways, road services, docks and so on had been separately organized in every case, and road transport had lost its flexibility.

B.R. Appeal Against Coach Grant

AN inspector appointed by the Ministry of Transport heard a British Railways appeal at Leeds last week, against the Yorkshire Traffic Commissioners' grant to Wallace Arnold Tours, Ltd., of 14 additional destinations from Bradford for football matches.

Sixteen destinations were listed on the original application which was objected to in its entirety by the railways. The West Yorkshire Road Car Co., Ltd., opposed Keighley and Leeds, whilst Leeds Corporation also objected to Leeds.

The Commissioners refused both Keighley and Leeds without hearing the objectors' evidence about the two points, but despite the railway objection the other 14 destinations were allowed with a maximum of nine vehicles to be operated on any one day.

At the appeal hearing, Mr. T. B. Atkinson, for the railways, submitted that there had been no concrete evidence of a demand for road facilities—the company's only witness had been their assistant managing director, Mr. J. M. Barr. The Commissioners' observations showed quite clearly that their decision was based on a wrong interpretation of the figures presented by Wallace Arnold and British Railways.

The grant would mean abstraction from the railways, who were already serving supporters of the Bradford clubs extensively and satisfactorily.

For the company, Mr. F. S. Marshall described the railway appeal as flippant because the grant was neither big nor important. Wallace Arnold were the main football coach operators in Bradford and he agreed with the Commissioners when they said the average football supporter preferred to

go by road rather than use the railways.

The travelling public, he added, were entitled to the measure of convenience offered by a through service as compared to the railway service which involved two or three changes.

The inspector, Mr. P. H. Harold, said he would make his report to the Minister as soon as possible.

TRANSFER GRANTED

A SUCCESSFUL application for the transfer of two articulated outfits from special A to A licence was made at Glasgow, last week, by Isaac Barrie (Transport), Ltd., Glasgow.

Preference for Czechs: Poland will import commercial vehicles this year from Britain, France and Italy, but the bulk of the goods vehicles will come from Czechoslovakia.

First presentations: Stratford upon Avon Blue Motors, Ltd., have made their first long-service awards to employees who have been with the company for 25 or more years.

New M.C.C. Branch: The Mercantile Credit Co. of Ireland, Ltd., have opened a new branch at 5 The Diamond, Coleraine, Co. Londonderry, with Mr. K. H. Allen in charge.

Compulsory Move: As a result of compulsory purchase of premises, R. Cadisch and Sons, Ltd., move from Red Lion Square, London, W.C.1, after 34 years. New address is 38-46 Orsman Road, Kingsland Road, London, N.1.

Regent Changes: Changes in the nomenclature of the Regent Oil Company's areas have been announced. The six branches will be designated as regions, except for Northern Ireland, which remains a branch. Head office will in future be known as Central Office.

Training for the Motor Industry

THE training of more and better qualified junior executives has for many years been a primary aim of the Institute of the Motor Industry, said its president, Mr. Stanley S. Dawes, at the annual dinner last week.

Among the facilities offered by the Institute was the four-year residential diploma course at the College of Technology, Loughborough. However, the needs of the industry were greater than the facilities available and there was a case for further education for young men who had not the necessary qualifications for entry to Loughborough.

Such a course, lasting three years and covering technical and administrative subjects, was now available at the Bromsgrove College for Further Education. Entry was open to boys with the General Certificate of Education at ordinary level. The course had been devised with the co-operation of the British Motor Corporation, with the full support of the Institute.

Certificates awarded to successful students would be countersigned by the Institute and the Ministry of Education. Plans for other courses, with a more obvious industrial slant, were also being considered, said Mr. Dawes.

TOO MANY IDEAS

AFTER four meetings aimed at deciding what make 400 new buses should be, the Ceylon Transport Board have failed to reach agreement. At the first meeting one make was decided upon, but this decision was altered at the next meeting. The third meeting saw another make chosen, but then another meeting was called and a heated discussion resulted in breakdown.

Consequently, 100 Mercedes-Benz are being ordered for the time being until a decision on the remaining 300 can be arrived at.

Micrograms . . .

Bigger Premises: The British Wagon Co., Ltd., have moved their Coventry branch to bigger premises at 50 Hertford Street.

New Zealand Branch: The Northern Aluminium Co., Ltd., will shortly establish a new branch in New Zealand with a total initial output of 7,000 tons each year.

S.M.M.T. Standards: Latest automobile standards issued by the Society of Motor Manufacturers and Traders concern aluminium alloys, tyres and wheels for commercial vehicles, lever-type and telescopic dampers and hydraulic brake fluid.

Book On M.O.T.: The latest volume in the New Whitehall series describes the activities of the Ministry of Transport. The book, written by Sir Gilmour Jenkins and edited by Sir Robert Fraser, costs 21s. net. Sir Gilmour was the Permanent Secretary of the Ministry.

Leyland Albion Expansion: With the opening of two new depots by Leyland Albion (Africa), Ltd., at Nelspruit, Transvaal, and George, Cape Province, there are now spares and servicing facilities for Leyland, Albion and Scammell operators in 32 towns and cities in Central and South Africa.

Traffic Wardens: "Do Not Delay Idea"

THE idea of special traffic wardens to relieve the police force received further support from the Chief Constable of Nottingham, Capt. Athelstan Popkess, when he presented his annual report to the watch committee last week. He suggested that the fact that policemen have to spend so much time on traffic duties might be responsible for an increase in the city's crime. In Nottingham's Central Division, he pointed out, about 44 per cent. of the foot patrol spent their time checking kerbside parking and enforcing other traffic regulations in 14 miles of streets. The number of streets affected by traffic regulations had increased from 41 to 107.

"It is hoped that in the public interest the necessary authority to set up a corps of traffic wardens will not be delayed," said the report.

The scheme was recently discussed in the House of Commons, but did not get financial support from Nottingham Finance Committee.

Transporters Getting More Popular

THE delivery of cars by special transporter is becoming more and more popular, it was stated at Preston last week. Lathom Transporters, Ltd., Preston, were applying for two articulated tractors of 6 tons and two articulated vehicle transporters of 9 tons to be added to their B licence for the carriage of cars.

The case began last November and was continued before the acting North Western Deputy Licensing Authority, Mr. G. W. Duncan.

Mr. E. Healey, sales manager, Barton Motors, Ltd., Preston, said their customers preferred new vehicles to be delivered by transporter, being secure in the knowledge that they had not been handled or driven by other people.

Mr. K. Wallace, of Sharp's Commercial, Ltd., Preston, manufacturers of the Bond Minicar, said Mr. Lathom's vehicles were ideal for the transport of three-wheelers. Customers were asking for delivery by transporters knowing that they would get immediate and door-to-door service. When delivery had been carried out by British Railways there had been complaints of damage. No vehicles carried by transporters had been damaged.

Often there were frequent delays from three to seven days before rail transport was available, and Sharp's had not the facilities to garage new cars on the premises. If Mr. Lathom had "the guts and initiative" to go ahead in the transportation business, Sharp's Commercial would give him full support.

Mr. A. J. F. Wrottesley, objecting for British Railways, said he could not accept the allegations about damage and would have to have them carefully investigated.

Mr. J. A. Dunkerley, for Lathom Transporters, told Mr. W. F. Horn, of Progressive Deliveries, Ltd., Coventry, that it was up to the objectors to prove that there was no need for more trans-

Mutual Interests of Hauliers, Removers

PROCEEDINGS at the annual conference of the National Association of Furniture Warehousemen and Removers at Eastbourne from May 12-13 will include a discourse on matters of mutual interest to hauliers and removers by Mr. R. Morton Mitchell, chief executive officer of the Road Haulage Association, and Mr. G. E. Dodd, of the N.A.F.W.R. executive council.

Future trends in vehicle body design will be dealt with by Mr. A. H. Perkins and Mr. R. T. Lomath. Mr. G. Young will speak on insurance and Mr. J. L. Newbold will explain the organization of American Van Lines.

HANDLING CONFERENCE

BRITISH, Dutch and German experts will discuss "The Role of Containers and Pallets in International Transport" during the first international conference of the Institute of Materials Handling, which is to be held in London from May 6 to 9.

porters to be put on the road. Mr. Horn replied that his company were allowed to carry cars all over the country with their 30 B-licence transporters. He did not want to see traffic abstracted and he was afraid this would happen if the application were granted.

Mr. Lathom, he added, offered transport to dealers in the Coventry area at lower rates than Progressive Deliveries would be willing to put forward. However, his company did no business with Sharp's Commercial and had no desire to carry Bond Minicars.

The case was adjourned, but it is hoped that a date will be decided before the existing short-term licence expires on May 8.

No B Licence for Building Company

A BUILDING company's attempt to enter haulage with a 7-ton articulated outfit on B licence was frustrated at Liverpool, on Monday, by Mr. F. Williamson, North Western Licensing Authority. He rejected a claim by R. J. Barton and Sons, Ltd., Formby, that there were not enough vehicles in their area.

Mr. T. Hill, a director, said the company needed facilities to carry heavy building plant from one site to another. He was supported by two Formby builders who declared that local transport facilities were inadequate, and promised to use Barton's vehicle if the licence were granted.

Objecting for British Road Services, Mr. G. H. P. Beames said there were plenty of vehicles at Liverpool which could do the work. To this, Mr. Hill pointed out that calling on operators 15 miles away added to the expense of hiring.

Mr. G. B. Bridge, assistant manager at Liverpool for B.R.S., said he could supply the vehicles Barton's required without difficulty.

DEFENCE PLEA FAILS ON LICENCE CONDITIONS

A HAULIER licensed to carry materials used "in connection with road surfacing" must not haul rubble, which is used only for road foundations. This ruling was given by York magistrates after Walker's Garage (Tadcaster), Ltd., had denied six charges of failing to comply with their B licence conditions.

Mr. G. Soulsby, for the company, submitted that there was no case to answer because the wording on the licence was not explicit enough. His plea was rejected and fines totalling £6 were imposed.

Municipal Opportunities

Bacup Corporation are to buy a Morris 2-tonner from Oswald Tilston, Ltd.

Enfield Health Committee advise that Elmsleigh Autos supply a Thames 5-cwt. van.

Accrington Transport Committee wish to buy four East Lancashire double-deck bodies.

Liverpool Health Committee require a Bedford 10-12-cwt. van from Garlick, Burrell and Edwards, Ltd.

Northampton Transport Committee recommend that six Daimler-Gardner buses with Roe bodywork be acquired.

Lambeth Borough Council are advised to purchase two Bedford 12-seaters from Keith and Boyle (London), Ltd.

Rotherham Health Committee recommend that a Bedford-Lomas ambulance be acquired. The highways committee wish to buy two Austin A35 vans.

Scunthorpe Corporation are recommended to purchase a gully-emptier from Leynes Garage, Ltd., also a Karrier-Bantam from Parker and Co. (Scunthorpe), Ltd.

Manchester Waterworks Committee advise that Manchester Garages, Ltd., supply three Thames 5-cwt. vans. H. E. Nunn and Co., Ltd., three and H. J. Quick, Ltd., one.

Bournemouth Beach Committee seek to purchase a Bedford 10-12-cwt. van from Lee Motor Works (Bournemouth), Ltd. The highways committee require tenders for the supply of two 6-tonners.

Leeds City Council are advised to buy 16 10-cu.-yd. and four 12-cu.-yd. refuse collectors and two gully-emptiers from Cox and Co. (Leeds), Ltd., also two sweepers and a 5-6-ton tipper from Rowland Winn, Ltd.

Newton Abbot Corporation require a 3-tonner. Beckenham Corporation are to purchase two Austin A35 vans.

Berkhamsted Urban District Council are to purchase a sweeper.

Battersea Corporation are advised to purchase an S.D. refuse collector.

Chelmsford Corporation are recommended to buy an S.D. refuse collector.

Newport (Mon) Corporation are to buy a Land-Rover and an Eczion trailer.

Calne and Chippenham Rural District Council are to buy a refuse collector.

West Bromwich Corporation are advised to acquire an S.D. refuse collector.

Stoke Newington Corporation are to purchase a Paladin Compressor appliance from Frank G. Gates, Ltd.

Wolverhampton Corporation are to obtain four Morris 3-tonners, a 5-tonner and three vans from Bradburn and Wedge, Ltd.

Stoke City Council are recommended to purchase 11 Bedford 6-ton tippers and five Bedford 10-12-cwt. vans from Tom Byatt, Ltd.

Dagenham Corporation are to acquire a Thames 5-cwt. and two 10-12-cwt. vans, a 5-ton tipper, a Karrier Bantam tipper and a 3-ton trailer.

Oldham Watch Committee seek to obtain a Morris Minibus from Messrs. W. Monk, also a Bedford-Miles salvage tender. The waterworks department require a Bedford 3-tonner.

Newcastle upon Tyne City Council seek tenders for the supply of 13 refuse collectors. Two Leyland double-decker chassis are to be purchased, one to have M.C.W. and the other Alexander bodywork.

New Equipment and Publications

Inhibiting Corrosion

BECAUSE water is corrosive, an inhibitor should be used all the year round in an engine cooling system. Anti-freeze is normally supplied containing an inhibitor, but this is intended to combat the corrosive effects of the water to which it will be added, not those of the anti-freeze, which are actually far less potent.

Anti-freeze might seem to be more corrosive than pure water, but this is an impression created by the slightly detergent property of anti-freeze which loosens the fine deposits built up in the cooling system during the summer.

This is the sales message by which Smith Bros. and Co. (Chemicals), Ltd., Marshgate, London, E.15, are launching Inhibitabs, which are tablets of corrosion inhibitor for addition to coolant water during the months when inhibited anti-freeze is not in use.

There are three types of British Standard inhibitor employed in anti-freeze, and the company state that it is important, in order to avoid any harmful reaction, for the same type of inhibitor to be used in summer as that contained in the winter anti-freeze. The most common kind of inhibitor now used in anti-freeze is type C, and it is to this formula that Inhibitabs are made. (The company can supply types A and B inhibitor if required.)

Two Inhibitabs are sufficient for 1 gal. of water so that it is simple for the correct "dose" to be put in the radiator, according to its capacity. Trial tubes containing 12 tablets are being offered at 5s. 6d., including postage, whilst discounts apply to quantities of a gross or more.

More Nuts

THE standard range of Nyloc self-locking nuts is being increased by Simmonds Aeroaccessories, Ltd., Treforest, Glam., in all intermediate sizes up to and including 4-in. thread diameters. Hitherto the largest standard nuts were in 2-in. thread diameters. The new sizes will be available in all popular threads.

Synthetic Giants

GIANT tyres are now being made in synthetic polyisoprene rubber by the U.S. Rubber Co., Los Angeles, California. The material is claimed to have advantages over the natural product and may come into wide use.

Rubber Doors

MADE in sizes to suit any opening up to 10 ft. wide, flexible rubber doors made by G. Brady and Co., Ltd., Manchester, 4, are described in a leaflet issued by the concern. The doors incorporate plastics windows and have automatic closing mechanism.

Higher Roofs

A DOMED roof extension originally evolved for motor caravans is now being marketed for light-van operators by M. Calthorpe (Home Cruiser), Ltd.,
B10

128 Park Lane, London, W.1. Suitable for the Bedford and Thames 10-12-cwt. and Austin-Morris 15-cwt. models, it is of metal construction, and can be quickly elevated to provide sufficient clearance inside for a man to stand.

5s. Switches

INTENDED for single-hole dashboard fixing, toggle switches with long handles are being retailed by Arcoelectric (Switches), Ltd., Central Avenue, West Molesey, Surrey, at 5s. each. Having either a black or white handle, a switch may have either conventional screw-type terminals or those suitable for snap-on blade connectors.

National Map

HAVING introduced last year a set of maps each covering a different area of the country, the National Benzole Co., Ltd., 195 Knightsbridge, London, S.W.7, have now issued a map on which the whole country is shown to enable drivers to plan routes between two distant points. The new publication costs 1s., but is included at no extra cost in a wallet set of the other productions at 7s. 6d. The map has details of ferries and steep hills, and gives a mileage indicator and illustrations of road signs including those on motorways.

"Trader Handbook"

PRICED at 17s. 6d. or 19s. by post from the Trader Publishing Co., Ltd., Dorset House, Stamford Street, London, S.E.1, the 1959 edition of "Trader Handbook" is an invaluable work of reference for those engaged in the buying, selling and operation of vehicles and associated equipment. Approximately 5,000 proprietary names are listed, together with the manufacturers concerned, and there is a geographically classified directory of wholesalers. Other sections of the book, including the legal guide, have been brought up to date.

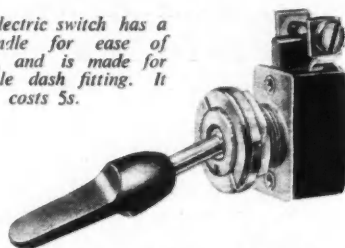
Apkaway Tools

FULL details of the range of tools and equipment produced under the trade name of Apkaway are contained in the latest catalogue issued by J. W. Pickavant and Co., Ltd., Bow Street, Birmingham, 1. Many of the tools described are hub, sprocket and similar pullers and extractors based on small hydraulic rams. Other items described and illustrated range from circlip removers to body jacks.

Welding Cast Iron

ALL grades of cast iron can be joined by Process 101 welding rods produced by Suffolk Iron Foundry (1920), Ltd., Stowmarket, Suffolk. The rods are claimed to produce joints better than obtainable by other methods, eliminating

The Arcoelectric switch has a long handle for ease of actuation, and is made for single-hole dash fitting. It costs 5s.



sluggish flow and affording deep penetration of the bronze into the parent metal. Process 104 rods are of the same alloy as 101 but are coated with a special flux, having a strong scavenging action, to be suitable for continuous-production procedure.

Continental Guide

REVISED according to the many changes which have been made concerning Continental touring and Customs regulations during the past 12 months, the "Continental Handbook, 1959," published by the Royal Automobile Club has 640 pages of information for those planning tours abroad, in which respect it may well be valuable to coach operators. It costs 6s. 6d. to members and 10s. 6d. to non-members and is available through any R.A.C. office.

Lucas Charts

FOUR sets of educational wall charts are available from Joseph Lucas, Ltd., Great King Street, Birmingham, 19. One depicts the parts of the electrical system of a vehicle and another test procedure for the main circuits. There are 10 charts in the set dealing with electrical components, giving cutaway views of the battery, dynamo, starter motor and so on. The fourth set deals with motorcycles. The wiring and test sets cost £1 1s. each and the other two sets £2 2s. each, whilst individual charts are 5s.

Roof Rack

MADE of heavy-gauge tubes 1½ in. in diameter, the Neverbend ladder rack is a roof fitting for vans made by W. A. Lloyd's Cycles, Ltd., Droitwich, Worcs. It is anchored to the guttering, and brackets may be spaced on the tubes to suit the width of the load. Other brackets enable a flat platform to be fitted. In stove-enamelled black finish, the rack costs £5 5s. retail, and with light-alloy tubes and steel parts galvanized £6 6s.

Painting Book

THE latest catalogue issued by Brown Brothers, Ltd., Great Eastern Street, London, E.C.2, is concerned solely with materials and equipment required for painting and finishing vehicles. In the section dealing with paints is a description of the Belco 300 colour-mixing scheme by means of which, from 21 basic colours and eight tints, it is possible to match most manufacturers' standard colours introduced since 1952. Various kinds of spray gun and compressor, together with sanders and polishers, are listed.

Political Commentary**By JANUS**

Contempt of Court

RENATIONALIZATION of long-distance road haulage will be given a high priority by the next Labour Government, says Mr. Ernest Davies, and the necessary legislation will be brought in "as speedily as possible." His reasons must be purely political. It cannot be said that road haulage is operating unsatisfactorily or uneconomically under free enterprise, or that—to use a favourite phrase of the Socialists—it is "failing the nation."

In fact, the more time passes, the more obvious it becomes that hauliers are doing good work and should be left in peace. Mr. Davies, whose knowledge of transport is not surpassed by any other M.P., must see that further delay will only show up more plainly the absurdity of the threat to renationalize. His dilemma is like that of Macbeth before the murder of Duncan. The virtues of the victim are a condemnation against "the deep damnation of his taking off," but make it all the more necessary to use speed. "If it were done when 'tis done, then 'twere well it were done quickly." As with Macbeth also, one crime leads to another. The destruction of the independent haulier will be followed by restrictions on the C licence holder.

Less Enthusiasm

The leader of the Labour Party, Mr. Hugh Gaitskell, may not view the situation from the same angle as Mr. Davies. In the official party publications, transport is dealt with as briefly as possible. There is the threat to road haulage, and nothing more. Mr. Gaitskell might wish that the rank and file had less enthusiasm for filling in the details. He would perhaps disagree with Mr. Davies' priorities, and in doing so would merely be following the wishes of the public, who put nationalization last on the list of things they would like the Labour Party to do. As Mr. Gaitskell, rather than Mr. Davies, lays down the party programme, it may be that the threat of speedy legislation need not be taken too seriously.

It is also possible that some of the party leaders, if not Mr. Gaitskell, have doubts about the propaganda used by Mr. Davies and his followers to support their case. Recently, the accent has been on the alleged increases in offences concerned with drivers' hours and drivers' records. Determined to make these offences one of the excuses for the restoration of public ownership, the Socialists make a number of assumptions. They ignore the fact that the driver is often wholly or mainly responsible for the offence; and they do not stop to consider whether the firms involved are within that part of the road transport industry marked down for nationalization.

Committing No Offence

There are occasional flagrant cases involving total disregard of the law designed for the protection of drivers. It is by no means certain that people in general are as appalled at these cases as they ought to be. There are many factors making for indifference. The technicalities involved may obscure the issue. The motorist knows that he can drive his car all day and all night, and, although he would be foolish to do so, he is committing no offence. He may think it strange that he would be breaking the law if his vehicle were a van or lorry, especially as the commercial vehicle driver has a high reputation for skill and safety.

One of the reasons why M.P.s are drawing attention to prosecutions involving drivers' hours and records is entirely laudable. Public indifference should be jolted, and the best way of doing this is to give the maximum publicity

to bad cases. The Labour Party appear to have introduced another reason. They say there would be no cases if road haulage were nationalized, and appeal to public opinion to support their political aims.

Unfortunately, the double intentions of the Socialists work against each other. If the public are lukewarm about Section 19 and about log sheets, they will become colder still if the issue is confused with something as unpopular as nationalization. There is a danger that their sympathies will be aroused for the wrongdoers. Industries controlled by the State, so people say, find it congenial to keep rules about not working too hard, and are experts at filling in forms. The independent man succeeds because he has the courage to break red tape. If he has a job to do, he carries it through to the end. "Working to rule" would bring trade and industry to a standstill.

Too Many Laws

All these points are sensible and true in the proper context. They do not apply to grave offences against the Road Traffic Acts. To ensure road safety, there must be stringent rules, and they must be kept. There is much to be said for having another look at the rules, to answer the criticism that road users are oppressed by too many laws. It is a mistake, in any discussion of this kind, to lay the blame on one section of road users. Inevitably, this leads to mutual recrimination. Hauliers suggest that the C licence holders are the principal culprits, and point out that British Road Services have had their share of prosecutions and convictions.

It would be almost a crime to introduce politics into road safety, one of the few road matters that has hitherto enjoyed a fortunate neutrality. The Socialists can no longer believe that nationalization turns criminals into saints. There may be some grounds for saying that restrictions have the opposite effect. While the British Transport Commission had a monopoly, for example, there were cases—innumerable cases, according to the indignant Socialists at the time—in which hauliers committed the heinous offence of carrying goods beyond a distance of 25 miles. The most frequent offenders, moreover, probably did not even hold a licence.

Simple Expedient

Ultimately, this particular crime was suppressed without much difficulty, by the simple expedient of abolishing the 25-mile limit. The lesson is not difficult to apply. Public indifference, even contempt, for the law of the road, springs from the general conviction that much of the law is out of date. If the Socialists made this conviction their starting point, rather than their own irrelevant political convictions, they would have popular support and at the same time give publicity, in the most unfavourable light possibly, to the occasional gross offender.

Their political convictions are certainly irrelevant. The function of the State is not to reform the wrongdoer by nationalizing his sphere of activity. For serious breaches of the rules, the licensing authority may deprive a haulier of his licence. There can be no stronger sanction, and its existence ought to satisfy the Socialists. It should certainly prevent them from suggesting that the innocent should suffer with the guilty and endure the common fate of nationalization. However severe the punishment meted out, even if it extends to the revocation of a licence, it will not improve the situation greatly unless there is some attempt to simplify road transport law.

The Management Accountant is a King-pin

Passenger Transport Policy Relies on Accurate Financial Forecasting

THAT the management accountant is concerned with the financial effect of events as they take place or are envisaged and thus assists in the immediate control of a business, was the theme of a paper read before the Scottish Road Passenger Transport Association at Turnberry, on Wednesday, by Mr. John Cooper, M.Inst.T., F.C.I.S., F.C.W.A., general manager, Leicester City Transport.

Although clear dividing lines between specialized branches of accountancy were not easy to define, because each was designed to arrive at a profit and loss account and a balance sheet, Mr. Cooper made a distinction between "historical" accounting and that which was concerned with current events. The cost accountant looks to the future rather than to the past, and is thus of immediate assistance to management in deciding policy.

In British practice, considerable difference existed between financial and cost accounts, often leading to duplication of effort in the larger business. In the United States, the two accounting bases were more closely knit. The standard form of municipal transport accounts, for example, allowed for two separate sets, financial and costing. Mr. Cooper feared that the new form of accounts sponsored by the Institute of Municipal Treasurers pandered still further to the needs of the financial officer rather than the manager. He hoped that the point of view of the latter might in the future be granted greater weight.

Planning for the Future

The purpose of management accounting lay in a forecast of events, perhaps three years ahead, for which a financial programme was prepared and broken down into annual and four-weekly periods. During the period planned, results were measured against forecast, due allowance being made for known or suspected eventualities.

It was the function of the cost accountant to forecast the financial implications of alternative suggestions and to ensure that programmed targets were not set above fulfilment capacity. Mr. Cooper emphasized the value of keeping all concerned "in the picture"—too much information throughout an enterprise was preferable to too little—and restated the dictum that the aim should be centralization of control rather than decentralization of responsibility.

It was the task of the management accountant to seek out the information likely to be required by management at different levels, well ahead for the senior executive, and immediately for day-to-day action at lower levels. In this connection, it was the duty of the

accountant to consider what statistical information was useful and what was redundant.

As profit margins narrowed, cost consciousness became more important in transport operations. If some municipalities were prepared to subsidize their transport departments, the management accountant must see that some other standard than the profit margin took its place. A profit in a controlled monopoly undertaking could usually be obtained if charges were set high enough and if a shrinking of business were acceptable. Of itself, a surplus was not an automatic measure of efficient management. The "featherbed" of controlled monopoly conditions must not be allowed to dull the sense of urgency in the need for better methods.

Statistical Comparisons

Comparison of the figures of one operator with another was a valuable aid to management, but the basis of calculation should be studied and understood. Percentage rise and fall of annual costs was an important guide but dissimilar circumstances must always be considered. Mr. Cooper welcomed the suggestion of the Municipal Transport Accounting Officers' Committee that a summation of key figures in the annual reports of undertakings should be collated by a central authority for distribution throughout the industry.

Whilst the preparation of a monthly profit and loss account might, in some cases be useful, in others the labour cost in its preparation might make anything but a "flash" account unreasonable. It might well be desirable to sacrifice book-keeping accuracy in the hastening of a close enough figure to allow for a decision. Trends indicated by moving totals could be helpful.

The problem of the capital locked up in spare parts, fuel, tyres and so on, was one which the accountant would watch. Whilst it was desirable that vehicles should not be immobilized by the lack of components, maximum stock figures must be kept as low as possible; good service was generally available for most types of vehicle outside the workshop of the undertaking. Similarly, expenditure on machine-tool equipment could be expensive, as were the allied charges for insurance, housing and so on. In a non-producing industry, it was essential to ensure that parts were not scrapped prematurely and, wherever possible, reclaiming and repairing techniques should be employed to the full.

The speaker made the point that, in theory, the administrator could control everything, but if this control were carried to extremes, administration could

be choked to death, and more would be spent in obtaining statistics than they could possibly be worth. Trial and error would show what figures were worth keeping, but the statements of figures should be capable of being understood without lengthy written explanations.

The cost centres set out in the municipal standard form of accounts were of great value in particular cases. The charges relating to traffic officers and staff, for example, could usefully be compared with the wages of drivers and conductors, and the numbers of vehicles and mileages involved. The wages account, of course, was always to be closely scrutinized, particularly as to payments for overtime, meal breaks and terminal standing times. The reasons for labour turnover should be analysed and the preventive and replacement costs sub-divided.

So far as the repairs and maintenance account was concerned, labour control through standard times should be exercised wherever possible. The system permitted the comparison of actual output with the standard, so that the relative efficiency of individual craftsmen doing the same task could be assessed, at least where the results were measurable by inspection.

Mr. Cooper emphasized the need for effective material control as to quantity and quality, and for a careful watch on purchase price variations.

Third party insurance cover was another matter that called for periodic review. The accountant had to consider the advisability of increasing or decreasing the extent of the risk covered, the workings of "knock-for-knock" insurance agreements, and the occasional problem of fighting a case or settling out of court.

Expenditure and Tax

The task of the accountant in assessing the impact of proposed capital expenditure on income tax payments was perhaps an obvious one, but an important part of it lay in deciding on a replacement programme flexible enough to take full advantage of tax concessions. The full significance of the figure for vehicle hours worked must also be fully understood in its relation to utilization of capital assets: the cost of peak hour services, for example, was apt to be disproportionate. The minimum figure for vehicle use at the three peaks was the base from which followed the required total fleet.

Operating ratio could be expressed equally accurately as target gross profit. Every undertaking had a desired surplus after working expenses had been met: this could be absorbed in loan charges or transferred to reserve but if the proportionate sum to replace the capital utilized in any one year were not put back in some way into the business, then the undertaking was not paying its way.

Mr. Cooper devoted a considerable part of his paper to a consideration of mechanical aids to accounting. That their use facilitated office efficiency was undoubted, but it was possible that the revision of procedures necessary before machines could be introduced was as valuable as the machines themselves.

Opinions and Queries

Are Modern Tyres So Much Better?

A LEADING article headed "Tyres a Delicate Problem" in your issue dated February 20, was inclined to make me think that the tyre industry has advanced little during the past 30 years and in my view tyres have not kept up with the latest improvements in vehicle construction. I believe that an equal-size tyre of today should have a carrying capacity at least 25 per cent. greater than the tyre of 1930, when rayon, nylon and other synthetic materials were not available.

A 1930 vehicle of 7-ton carrying capacity had an unladen weight of 4.5 tons. Such a vehicle now has a weight of only 3 tons, but the 8-in. section tyre still has the same maximum load of 40 cwt., as it had in 1930. Courtaulds, Ltd., have been running a fairly large advertising campaign stating that their rayon cord, when used in tyre construction, will carry "bigger loads longer," but the actual tyre manufacturers do not appear to be so certain of this, as none of them gives an increased maximum carrying capacity for tyres made of rayon cord.

If we are to have continuous cruising speeds of about 50-60 m.p.h., we shall be forced either to over-tyre, judged by present-day standards, or hope that the tyre industry can make some fairly substantial improvements in the future.

Newcastle upon Tyne.

J. L. G. BREWSTER,

J. Brewster and Co. (Transport Engineers), Ltd.

Is the Good Fitter Appreciated?

AS a regular reader of *The Commercial Motor* for many years, I have always been especially interested in those articles concerning the histories of various operators and their methods. In recent years I have noted a marked rise in the status of the driver and a lowering of that of the fitter and maintenance staffs in general. In some instances it appears that the driver can even overrule the maintenance engineer as regards the serviceability of his vehicle. In many concerns privileges and "extras" are given to the operating staffs which are not provided for the poor maintenance "underdog," despite the fact that the latter has probably spent five or more years learning his trade, and in most instances has to maintain an expensive tool kit. This applies not only to operators in goods transport, but also to many in the passenger field, and I would be interested in the views of others amongst your readers on this matter.

There are occasional complaints that good transport fitters are becoming scarce. Is this to be wondered at? There is no incentive to join the elaborate business of "learning a trade" when one can earn much more money as a driver.

Devon.

UNDERDOG.

New Coach Design Partly Approved

THE letter from S. G. Le May published under the title, "New Outlook on Coach Design," in your issue dated February 27, was most interesting, and somewhat revolutionary, and I would like to make a few comments on his theories.

It seems difficult to understand why it is necessary for the suspension cylinders to be carried up almost to roof level. The vertical movement required, even in the softest suspension, is only a few inches each way. It seems, there-

fore, that an oil-pneumatic cylinder, which would be adequate for the work, could easily be housed vertically under a passenger seat.

Another point which strikes me is that the towing of the "power pack" would be illegal in this country. Furthermore, it would introduce another pair of wheels and tyres, which the designer has gone to some length to avoid on his suggested vehicle, whilst no doubt the trailer would require a braking system of its own. I think it is a little optimistic on the part of Mr. Le May to hope to seat 30 people in any degree of comfort in a body only 22 ft. long, as a body with a length of 27 ft. 6 in. can normally accommodate only some 33 in coach seats.

There is no doubt, however, that the basic ideas behind this design are sound. I believe that there is no vehicle built in Britain today which is constructed purely as a coach from first principles.

London, W.13.

E. G. COAKE.

A Scheme to Replace Nationalization?

I AGREE with the statement by Mr. Rees-Davies, M.P., on the complete de-nationalization of British Road Services, published in your issue dated March 27. It is my belief, however, that total de-nationalization by itself is not an answer to what we understand to be the meaning of nationalization, as proposed by the Socialist Party.

In my view, road transport should be taken out of power politics and, as I have said before, B.R.S. and its subsidiaries liquidated, split into economic units, and formed into public limited companies. Free the companies from debt, value their liquid assets and issue shares. Of these shares 49 per cent. could be issued in the form of Government Bonds bearing interest and held by the Government, and 51 per cent. put up for public subscription. In this kind of set-up the Government of the day would thus have a share in the control of road transport, but not dictatorial powers. There would no doubt be plenty of capital available if transport were to be taken out of politics, as confidence and stability would thereby be regained.

If matters could be arranged in this manner, the Socialist Party would be in a position to reconsider their policy, as the scheme might be an answer to their difficulties. The Government would have nearly half of the control they might want, but it would be a remunerative control and not a demand on public funds as at present. Private enterprise does not fear healthy competition on equal terms, and would, I believe, welcome the suggested plan.

It is wishful thinking on the part of Sir Brian Robertson, that the railways by themselves would break even in the near future. On the other hand it is well known, and agreed generally, that they are a national necessity. But they will still have to be subsidized, even with all their improvements and economies. Their profits cannot cover the greatly increased labour and other costs, taking into account the interest on the huge amount of capital involved and the considerable reduction in freight charges.

Surely, any individual or Government investing capital in a trading concern—and B.R.S., the railways and the G.P.O. come into this category—expects some return for the outlay, or a reduction of income tax, but Sir Brian seems to treat these charges very lightly.

Torquay.

J. F. ARCHBOLD,

Chairman, Archbolds (Freightage), Ltd.

B13



The smart lines of Buckmaster's new headquarters at Leighton Buzzard can be seen here. On top of the building is a row of notice boards for excursion and tour announcements. The coach, an AEC Mark IV, fitted with a 41-seat Burlingham body, is being driven out of the open yard behind the offices.

introducing the Atlantean. The bus was sold to Lowland Motorways, Glasgow, but now it is run by Buckmaster's it still sports the distinguishing red livery which Leyland put on it.

This bus has been of great value to the company as it can negotiate a series of low bridges in the Bletchley area

WHEN a small bus operator sells his business it is usually because he wants to retire or leave the industry. But neither was the case when Mr. D. Towse sold his business at West Wrattling, near Cambridge, to Premier Travel, Ltd., a few years ago. He believed that there were better prospects elsewhere.

With this in mind he bought Buckmaster Garages, Ltd., Leighton Buzzard, who held an excursion and tours licence covering Bletchley. As Bletchley was one of the new towns chosen to accommodate London's overflow population, Mr.

give details of the company's excursions.

Immediately behind the office is an open yard to take the fleet of 10 vehicles, although most of them can make use of covered sheds on one side of the yard.

The company have three double-deckers—an A.E.C., a Leyland and a Guy—which are mainly occupied with contract work. Much of this entails providing service to Vauxhall Motors' new plant at Dunstable.

The Leyland is of particular interest, for it is one of the two experimental rear-engined buses, powered by a Comet engine, which Leyland built prior to

which keep other double-deckers at bay. Normally, Buckmaster's double-deckers are used only in the mornings and evenings, although they are useful in catering for a rail excursion to Woburn Abbey. Trains take the tourists to Leighton Buzzard, where Buckmaster's vehicles pick them up and carry them the rest of the way to the abbey.

In the single-deck field there are two Bedford Vegas with Duple and Yeates bodies, an A.E.C. Mark III and a Mark IV, both with Burlingham bodies, a Crossley, a Burlingham-bodied Leyland Royal Tiger, and a Leyland PS1



(Above) This rear-engined Leyland is the only one of its kind ever built—the other prototype has a full front. It is a chassisless vehicle with a 61-seat MCW body. (Right) Another Leyland, which was rebuilt and lengthened by Buckmaster's. The body is a Burlingham 37-seater.

Towse believed that its population would rise by 200-300 per cent.

The Buckmaster garage in North Street, Leighton Buzzard, has recently been completely rebuilt, and now there is an attractive forecourt fronting the booking office. Twelve feet from ground level the flat roof of the office accommodates a series of notice boards which



Satellite Town Operator Could

Leighton Buzzard's Population is Expected to Increase Rapidly, and Business Should Grow With It

By D. R. MacGregor, B.Sc. (Econ.)

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with a service-type body which has recently been bought from East Yorkshire Motor Services, Ltd. The fleet livery is maroon and white.

Excursions and tours form the greater part of the company's activities, although a small stage service is operated into the town on market day. They hold excursion licences from various points, such as Bletchley, Soulbury and Heath and Reach, and these are grouped so that passengers are offered a selection of three or four different destinations each day during the summer season.

Excursions are run to most of the

Buckmaster's excursions to Clacton, Bournemouth, London and other popular destinations, will eventually be converted to express operation.

Buckmaster's are one of the few small operators to provide a detailed excursions and tours brochure covering the whole of the summer season. They duplicate it themselves, together with time-tables, forms and even excursion tickets, on a new Gestetner machine. The brochure's cover shows a map of part of England, illustrating the main destinations served, and this map is also reproduced on the rear of all coaches.



that each one receives full details of impending excursions so that they can be chalked on the agents' display boards. This system is employed on Buckmaster's own notice boards above their booking office and has proved effective.

When the offices were first built, Mr. Towse had some misgivings about placing notice boards so far above ground level. However, a careful survey of the reactions of passers-by put his fears at rest, for nearly everyone looked up at them. Immediately in front of the depot is a powerful lamp, which illuminates the boards, so their message is displayed 24 hours a day.

No Glasgow Services

The company had hoped that they would be able to advertise a Glasgow service on their notice boards—both excursions and express operation from Aylesbury—but the East Midland, Metropolitan and Eastern Traffic Commissioners decided otherwise. However, they indicated that an express application to cover peak holiday periods might succeed.

The company are firm believers in

(Left) In keeping with the company's policy, only one man drives this coach, a Bedford-Duple 41-seater. Each driver keeps to his own vehicle and is responsible for cleaning and servicing it. Consequently, part-time drivers cannot be employed, except when the summer programme is particularly heavy.

Gamble by Coach Prove a Winner

main coastal resorts, including Skegness and right round the coast to Bournemouth, and there are also northern services to such places as Blackpool. The popular race meetings and sports events are all covered, and there are tours to Bath, the Cotswolds, Gloucester, Warwick and Stratford-on-Avon.

However, it is in the future prospects of the area that Buckmaster's hold such a commanding position. The stage services in Leighton Buzzard are provided by the United Counties Omnibus Co., Ltd., who offer frequent services to Luton, Aylesbury and Bedford. But there is no link with Hemel Hempstead, 17 miles towards London. The railways do not offer a through service, and London Transport can do nothing as Leighton Buzzard is outside their area.

As Hemel Hempstead grows and the shopping centre there is completed there will probably be need for a good service between the towns. But it is in and around Bletchley itself that Buckmaster's have the greatest scope. The stage services are again provided by United Counties but, surprisingly enough, there are no express facilities.

It is anticipated that some of

A fine publicity idea, this map is reproduced on the rear of the company's coaches. It shows their complete sphere of operation. A similar map is printed in Buckmaster's brochures.

which, as the picture above shows, provides good publicity.

The brochures are produced well in advance of the season and run to about a dozen quarto pages. Besides outlining the company's summer programme they also contain a full list of their 20-odd agents—three of them looking after Bletchley bookings—and give a complete list of horse racing fixtures, noting the most well-known races.

A full page in last year's brochure was devoted to publicizing the two no-passport day excursions to Calais operated from Bletchley via Leighton and Calais. On another page, readers were urged to watch their local newspapers for particulars of excursions to special events, particularly theatre outings to London, Northampton and Oxford.

So far, Buckmaster's have not supplied their agents with posters, but they ensure



having one man to one vehicle and, as a result, no part-time drivers are employed. Each driver keeps the same vehicle and is responsible for cleaning and servicing it, although there are two mechanics for the more intricate work.

One of the drivers specializes in coach painting and he is occupied throughout the winter months repainting vehicles ready for the summer season.

The success of Buckmaster Garages is probably due to Mr. Towse's policy of trying to be one step ahead of his competitors, anticipating public demand and being on the spot to provide first-class services with modern rolling stock. Personal supervision has also played a vital part—Mr. Towse makes it a rule to supervise the departure of every excursion, thus creating goodwill and seeing that everything is done to make the passengers' day a pleasant one.

ANYONE who has, like myself, stood on the Belgian-Dutch border and watched the queues of some 50 or more lorries waiting at the Customs check-point for permission to cross the border must wonder whether the time-saving advantages of cross-Channel drive-on/drive-off ferry services would not be lost on inter-Continental services by the time wasted at customs points.

Indeed, in many cases, this delay might have serious consequences, but efficient organization can do much to reduce it. British transport contractors who wish to ship goods on semi-trailers to countries on the European mainland cannot do better than approach one of the recognized international hauliers.

One of the most successful and well-organized of these is the West-

friesland group, this enables West-Friesland officials to present fully completed forms and credentials at the check-points before the applicable vehicle itself has arrived there, so enabling the Customs officers to pass the lorry through with the minimum of delay. Even so, long waits cannot always be avoided, but good use is made of this dead time to apply routine maintenance to the vehicles. A West-Friesland workshop has been established at Wuustwezel for this purpose.

The group consists of four companies, with offices in Belgium at Antwerp, Brussels, Ghent and Wuustwezel, and in Holland at Amsterdam, Hoorn, Rotterdam and Wernhout. West-Friesland as a transport concern originated shortly after the 1914-18 war, when the founder, the late Mr. John H. Smits (whose son, Mr. Bram G. Smits, now runs the organiza-

GOOD ORGANIZATION BAT CUSTOMS DELAYS

Friesland group who, working in conjunction with Continental Ferry Trailers, Ltd., Barking, and König, of Rotterdam, are able to take full advantage of their years of experience of crossing European borders to expedite the swift delivery of goods from England to any other part of Europe.

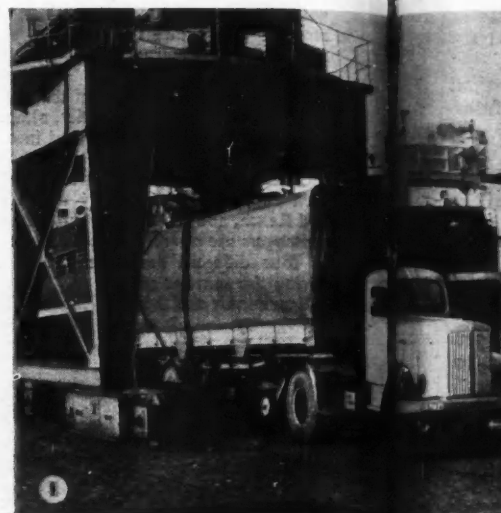
Because the greater part of the traffic handled by West-Friesland passes over the Belgian-Dutch border at Wuustwezel, the group have set up their own Customs declaration offices on each side of the frontier, with staff well acquainted with the vagaries of Customs declaration, bondage, and tax and duty payments.

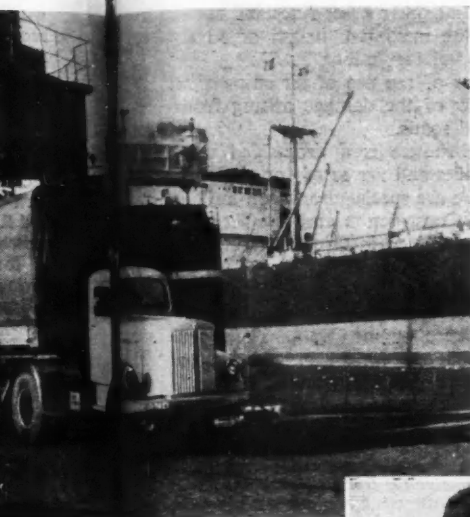
Combined with the use of modern

Interworking by West-Friesland International Haulage System with British Concerns Assures Rapid Cross-Channel Services

tion), started the business with four barges. Barge transport grew until the outbreak of the 1939-45 war. Shortly after it, the company decided to investigate the advisability of developing a road-transport system.

The road haulage side expanded steadily from its initial formation, so that now the fleet consists of some 70 transport units,





N BATS

ys
Joe Moon,
R.T.E.



(1) Seen on the dockside at Antwerp is one of the West-Friesland Scania-Vabis tractor units with a B.T.C. Four-in-line semi-trailer containing aircraft spares. This tractor is one of several equipped with an S.A.E. fifth-wheel and multiple braking and electrical equipment. (2) The same B.T.C. semi-trailer before the crossing to Belgium. It is being shunted on to the m.s. Bardic Ferry at Tilbury by a Leyland tractor operated by the Regent Stevedoring Co., Ltd. The sea journey to Antwerp took 19 hours on this particular occasion. (3) Mr. Bram G. Smits, who runs the West-Friesland organization from Antwerp. Mr. Smits' father started the concern shortly after the 1914-1918 war with four barges.



(4) A Scania-Vabis L.75 tractor with tilt semi-trailer about to leave the West-Friesland Wuustwezel offices, having just crossed the frontier from Holland. The T.I.R. plate will be noted. (5) Two Scania-Vabis outfits pull into the Wuustwezel forecourt for fuel and lubrication before crossing into Holland. (6) One of the latest articulated outfits in the fleet is this Scania-Vabis-Netam, the semi-trailer of which has air suspension. The tractor is an L.75 model, and the 34-ft. van body is aluminium panelled. The body is built in sections, so that if future Continental regulations demand a shorter overall length a section can be removed. (7) The "advance" Customs post at the Belgian-Dutch border lies to the south of the brook marking the frontier; to the north of it there is a Dutch telephone, which Mr. Smits is seen using.

Some of them are hired, either on fixed or loose contracts. This is caused by licensing regulations in Belgium, which are making it difficult for the group to expand at a satisfactory rate.

With the introduction of the Transport Ferry Service between Tilbury and Antwerp in 1957, the group were linked with Continental Ferry Trailers, Ltd., and König, of Rotterdam, thus ensuring the best possible service on each side of the Channel. For special bulk haulage the group work in conjunction with Bulk Liquid Transport, Ltd., Gildersome, Yorks.

Interworking with British hauliers, and the subsequent increasing number of British semi-trailers shipped to Belgium and Holland for West-Friesland to handle, led initially to certain complications with regard to coupling gears, although this is not meant to imply that West-Friesland did not welcome the extension to their normal international business.

The problem has finally been solved by equipping some of their tractive units with S.A.E. couplings and multiple braking and electrical equipment, so that there are now several tractors which can couple, without undue difficulty, to a variety of makes and types of British semi-trailer. The lack of non-standardized equipment on British semi-trailers is unfortunate and affects not only cross-Channel services but also interchangeability among vehicles in mixed British fleets.

Of the prime movers in the West-Friesland fleet, most are Scania-Vabis normal-control tractors, although there is one Dutch-converted Scania-Vabis forward-control unit. There are also a few Dutch Kromhout vehicles powered by Kromhout oil engines built under Gardner licence.

The Swedish tractors are mainly of the L.71 series, which were in production until the end of last year. They have Scania-Vabis 150 b.h.p. six-cylindered oil engines,

doors, and, like practically all other West-Friesland semi-trailers, they are built to the maximum length of 34 ft. allowed by current Continental regulations.

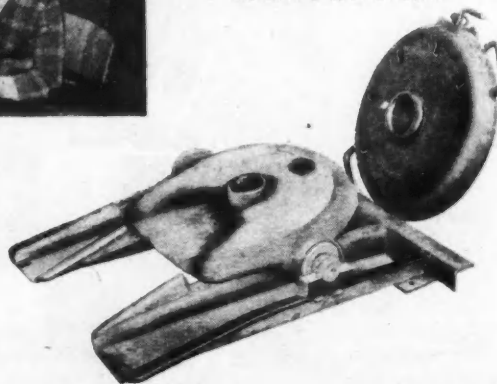
Mr. Smits is all in favour of the use of air suspension on his semi-trailers, in view of the damage arising from high-speed running over bad roads.

One of the Netam semi-trailers is a drop-sided unit, whilst the remainder have tilts and are rated for payloads of 15-20 tons. Some of these are special short semi-trailers built to conform to British Construction and Use Regulations, so that they may be operated in Great Britain, and they can be seen regularly in this country.

The vans are nearly all Bedford oil-engined 7-tonners, although one is a D.A.F. forward-control 7-ton oiler and another is an Opel 2-ton petrol-engined van. There are also several Opel station wagons which, in addition to being available for the delivery of light parcels, are used



(Left) The many Customs declaration forms and other paperwork associated with crossing the frontier are dealt with at the Wuustwezel office. Communications include two separate telephone lines, a teleprinter and two hand-operated telephone sets linked to the Antwerp office. In the same block there is sleeping accommodation for 10 drivers, two flats for mechanics, and a small workshop. The clerk nearest the camera is one of West-Friesland's two champion wrestlers. (Below) This is one of the adapter assemblies by which an S.A.E.-equipped semi-trailer can be used with a tractor with a standard D.A.F. turntable.



although there are a few lightweight units with the 100 b.h.p. four-cylindered engine and one intermediate-duty vehicle with a 135 b.h.p. six-cylindered engine. Furthermore, there are three of the latest L.75 series, production of which was started at the end of last year. They are powered by a new 165 b.h.p. engine.

These three new vehicles have been welcome additions to the West-Friesland fleet for, although high-powered tractors are not essential for high-speed operation in most of Belgium or Holland, services are also run into more mountainous territories, such as Austria, Germany, Italy, Switzerland and even Yugoslavia, and the additional power has been of great assistance in keeping scheduled speeds high.

All the semi-trailers in the fleet are of D.A.F. or Netam construction, and differ widely in payload capacity and body type. The D.A.F. semi-trailers include a single-axled model with a low payload capacity which, because of its length, is used mainly for handling light but bulky commodities which exceed the normally accepted ratio of 80 cu. ft. per ton.

There are a few tandem-axled 15-ton units, and the others are "pendle-axle" semi-trailers (four wheels in line) with payload capacities of 10-15 tons. Most of these have all-steel van bodies, a few are drop-siders and some others have hinged sides and tailboards, but with high headboards and tilts.

The Netam semi-trailers are all self-steering tandem-axled units. Two of them are of the latest type incorporating air suspension, as described in the Amsterdam Commercial Vehicle Show report published in *The Commercial Motor* on February 13. They have large-capacity aluminium-panelled bodies and side and rear

by officials when making their rounds of the various depots.

All West-Friesland tilt and metal-bodied vehicles are approved by Transport International Routier, the Continental international Customs agreement organization. All vehicles which conform to the complicated construction requirements and are consequently approved by T.I.R. are allowed to cross the international frontiers with a special carnet with practically no Customs formalities and at any time of the day or night. Frontiers are normally closed to goods traffic between 7 p.m. and 7 a.m.

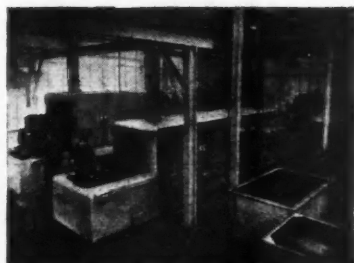
All the Dutch-registered Scania-Vabis tractors have Dutch-built cabs, but the Belgian vehicles have to have standard cabs because the licensing regulations forbid non-standard, non-approved vehicles to operate in that country. For this reason, the one forward-control Scania-Vabis tractor, which was converted by the Dutch Scania-Vabis agents, Adr. Beers, N.V., Rijswijk, is not allowed to operate from Belgium.

Most of the tractors and semi-trailers are equipped with D.A.F. automatic coupling gear, but an adapter plate has been developed which may be attached to the king-pin of

(Continued on page 343)

A.E.C. EXPANDS ENGINE EXCHANGE SCHEME

New facilities at Southall for quick supply of rebuilt units

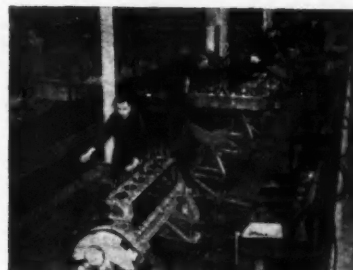


In the engine reconditioning plant—twin washing machines ensure the complete cleansing of engines and components.

The supply of rebuilt engines under A.E.C.'s highly successful Exchange Scheme will now be even more readily available. With the opening of a new 30,000 sq. ft. Engine Rebuilding Shop at Southall, equipped with the most modern specialized plant, A.E.C. operators will be able to obtain replacement units wherever and whenever they are wanted. There are sound reasons for utilizing this cost saving Exchange Scheme—A.E.C. rebuilt engines embody improved design features and new material, they are dynamometer tested and guaranteed for twelve months. Also, in most cases, engines can be rebuilt more economically by A.E.C. than by the operator and a vehicle can be put back in revenue earning service within a short time.

These questions and answers explain the advantages of the scheme:

- Q.** *How does the Scheme work?*
A. The operator orders, either from the Main Service Depot at Southall or his nearest A.E.C. Depot, an exchange engine, quoting type, stating when wanted, whether the engine is to be (a) collected, (b) delivered, or (c) fitted at the Depot.
- Q.** *How complete is the exchange engine?*
A. It is fitted with fuel pump and injectors but not with dynamo, starter, exhaust manifold, flywheel or clutch. If the operator wishes to overhaul the fuel pump himself, his order should state "less pump" and this will be allowed for in the basic cost.
- Q.** *Are there any extra charges?*
A. Only if a new crankcase, cylinder block or crankshaft is required. If any parts are missing from the returned engine these will be charged for.
- Q.** *Does the rebuilt unit differ from standard?*
A. No. Oversize bores and pistons are not fitted. Each rebuilt engine has new liners, new pistons and rings, new main and big end bearings and re-ground crankshaft.
- Q.** *Is the exchange unit tested?*
A. Yes. It has the same dynamometer test as a new engine.
- Q.** *Is the exchange engine guaranteed?*
A. Yes—for twelve months.
- Q.** *How does this scheme benefit the operator?*
A. (a) Saving in valuation of spare parts to be carried for engine overhauling, and of capital expenditure for specialised machinery and equipment.
 (b) Saving in valuation of spare engines to be carried, and overhead costs by way of workshops, etc.
 (c) Reconditioned engines incorporate latest improved design features.



Continuous progress is maintained on the engine assembly line so that rebuilt units are always available.



A separate shop is used for the reconditioning of fuel pumps and injectors which are set and passed out on test machines.



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*Exclusive
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- ★ Eliminates obnoxious odour of diesel fumes in cab and exhaust.
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- ★ Minimises injector deposits and prolongs injector life.
- ★ Reduces ring sticking.
- ★ Smoother combustion — greater power.

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COUPON
TODAY!**

To the VIGZOL OIL CO. LTD.,
VIGZOL HOUSE, GREENWICH, LONDON, S.E.10
Please forward me full details of VIGZOL "VITASUL"

NAME.....

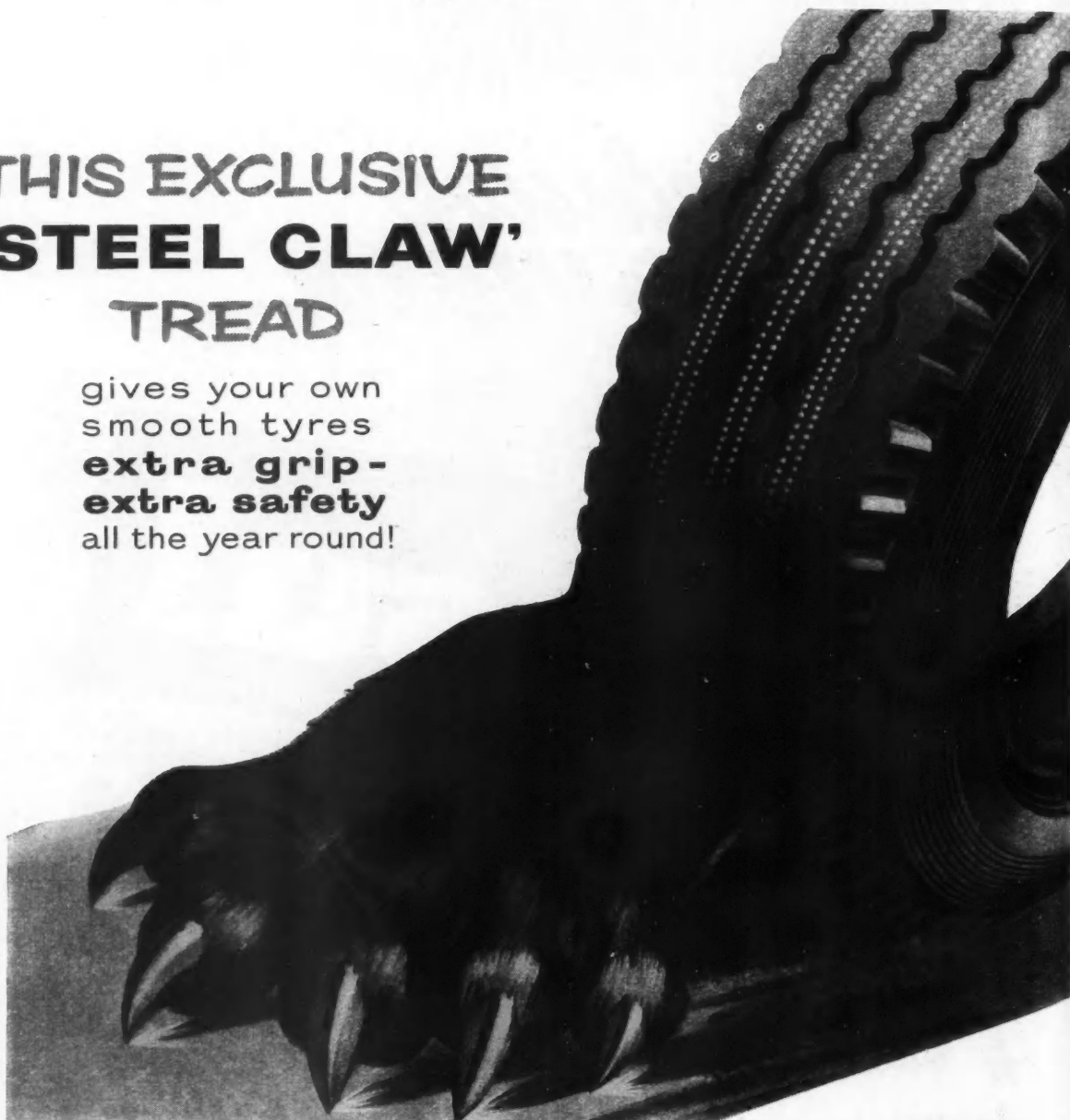
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C.M.

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THIS EXCLUSIVE 'STEEL CLAW' TREAD

gives your own
smooth tyres
**extra grip -
extra safety**
all the year round!



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MADE TO LAST LONGER
THAN THE TREAD -
MAKE SURE THE
RETREAD IS ON YOUR
OWN ROAD-TESTED TYRE

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Coils of spring steel wire, embedded and vulcanised into the tread, produce thousands of steel claws that grip the road, giving increased roadholding, improved braking, greater anti-skid properties and resistance to flints and nails.

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Mr. G
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an S.A.E.-equipped semi-trailer so that it may be used with a D.A.F. coupling. Additionally, there are one or two loose S.A.E. tractor turntables which can be exchanged for the D.A.F. turntables on some of the vehicles.

Tractors used for hauling British trailers, and those from other countries, with S.A.E. couplings are permanently equipped with S.A.E. turntables, in addition to which they have 12v. and 24v. lighting connections and a variety of braking circuits which enable them to work in conjunction with single- or twin-line vacuum- or air-braked semi-trailers.

Because of the difficulty of making most British semi-trailers conform to Continental lighting regulations, however, most of the overseas semi-trailers are temporarily wired up and the initial equipment is not used. Some of the "cross-Channel" tractors are equipped also with air blowers for discharging liquids and powders in bulk.

The area now served by West-Friesland road vehicles covers the whole of Europe. The main services were started between Belgium, Holland and Luxembourg, and routes were then developed into France and Germany, since when services have been operated to Austria, Denmark, Great Britain, Italy, Yugoslavia, Sweden and Switzerland. The trips to Sweden necessitate the use of two ferries. Long-distance international traffic comprises the bulk of the work, localized deliveries taking place only in Amsterdam, Rotterdam, Antwerp and Brussels.

Loading and unloading are carried out mainly manually, although fork-lift trucks are sometimes used and heavy loads are dealt with by cranes. As in Britain, loading and unloading in congested urban areas present their problems, particularly where waiting may be prohibited, so West-Friesland secure police permission beforehand.

Peaks Cancel Each Other

Although there are seasonal fluctuations in many of the types of goods carried they do not cause an abnormal amount of trouble, because they tend to cancel each other out and preserve a reasonably constant flow over the main routes at all times of the year. Extra vehicles can be hired relatively easily. The vehicles hired range from 7-ton vans of normal size to bulk-capacity vans with full trailers, and prime movers with semi-trailers having payload capacities of up to 25 tons.

Drivers are paid a fixed weekly wage, on top of which are added premiums based on the number of frontier crossings made. This has been found to act as an incentive for the drivers to reach the frontier before closing time.

At the most-used frontier crossing at Wuustwezel, West-Friesland have their own Customs declaration offices on both sides of the border, where the traffic controllers can also get minute-by-minute reports on the movements of their vehicles. In the event of drivers being delayed at the frontier overnight, the Wuustwezel office, which was a hotel and restaurant before West-Friesland bought it, provides good sleeping accommodation for some 10 drivers.

This depot is the main one for all international services, but there is another in Holland at Hoorn, which is used for vehicles operating in Holland only. At Wuustwezel there are five mechanics, two of whom have flats on the premises, with the others living nearby so that the vehicles can be given regular servicing overnight. The office has two separate telephone lines, a teleprinter and—for use in the event of complete power failures—two hand-operated telephone sets connected with the Antwerp office.

The Wernhout office is on the northern side of the Belgian-Dutch frontier, whilst the Wuustwezel office and depot are on the southern side. An advanced Customs post, consisting of a glazed terrace built on to the side of one of the many transport cafés in the frontier area, lies immediately to the south of the brook marking the frontier line.

Over the Border

This small office is, of course, in direct telephonic communication with the main office at Wuustwezel, and good use has been made of its proximity to the border by installing a Dutch telephone just over the border brook, only a matter of eight or nine yards from the office. This enables the office staff to make calls to any part of Holland directly from that telephone, whereas if they had to use the Belgian telephone a call would have to go through the normal Belgian telephone service, which would be more expensive and take much longer.

The workshops adjacent to the Wuustwezel office have a pit, light machine tools and welding equipment, and maintenance up to the extent of engine top overhauls is carried out there. One of the mechanics and his brother, who is a clerk in the office, are Belgian champion wrestlers in their own classes, and both of them went to the Olympic Games in Australia in 1956, where one of them won a silver medal. They are, therefore, following in the tradition of Mr. Bram Smits himself, who is a keen sportsman and for several years was the Dutch international hockey goalkeeper.

Vehicles are run into the Wuustwezel workshops at intervals of no more than two weeks, and routine maintenance is kept up during the lost hours when vehicles are waiting to cross the frontier. Vehicles travelling north out of Belgium pull into the depot while awaiting the Customs formalities and their fuel tanks are topped up (each vehicle carries enough fuel for 500 miles), while one of the boys greases the tractor and semi-trailer with a small portable plant.

Each vehicle carries its own log book in which a description of all work carried out is entered, and there is a wall chart in the workshops showing when such items as oil changes and filter checks have been made.

The average life between overhauls of the Scania-Vabis engines so far in service is estimated at approximately 250,000 miles, whilst tyre life averages approximately 70,000 miles and brakes need refacing about every 50,000 miles.

THE Yorkshire Traffic Commissioners adjourned an application at Leeds, last week, by G. and S. Hodgson, trading as Hodder Motor Services, Slaidburn, for the continuation of an excursion licence without modification. They determined, before reaching a decision, to inquire into the operation of the concern's main licence from Clitheroe in the North Western Area.

Mr. G. Hodgson said that he regarded the excursion licence as a subsidiary to his Clitheroe licence. There was not a

Yorks Excursion Case : Inquiry to be Made

great demand—of the six destinations on the licence, trips to only Blackpool, Morecambe and Southport were operated in 1958.

Questioned by the chairman, Maj. F. S. Eastwood, he agreed that, despite a reminder from the Yorkshire Commissioners, he failed to renew the licence for two years. It was finally renewed and

back-dated to 1956; failure to renew was an oversight.

Maj. Eastwood said that the present renewal application was also well overdue, and in view of the way in which the Yorkshire Commissioners had been treated the hearing would be adjourned until inquiries had been made in the North Western Area to see what sort of operations had been conducted from Clitheroe and whether the renewals had been treated by Mr. Hodgson in the same fashion.

A New Seddon Tractor for 32 Tons Gross

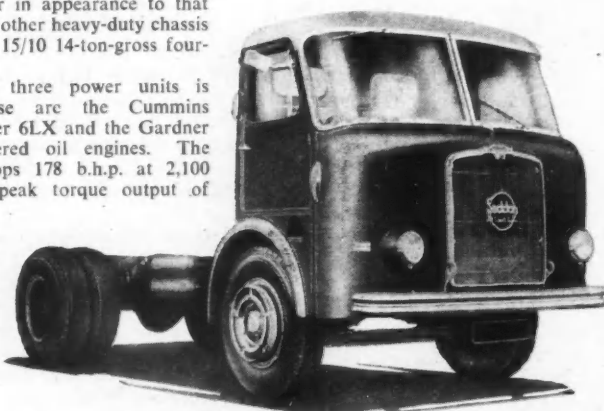
AN addition has been made to the heavy-duty range of six- and eight-wheelers introduced last year by Seddon Diesel Vehicles, Ltd., Oldham, Lancs. This is the SD4 four-wheeled tractive unit with gross train-weight ratings of 24 or 32 tons, depending upon the power unit.

The new model has a wheelbase of 9 ft., giving an overall length of 15 ft. 7 in. The standard cab offered with it is similar in appearance to that employed on the other heavy-duty chassis and on the Mk. 15/10 14-ton-gross four-wheeler.

A choice of three power units is available. These are the Cummins HF6, the Gardner 6LX and the Gardner 6LW six-cylindere oil engines. The Cummins develops 178 b.h.p. at 2,100 r.p.m., with a peak torque output of

7.12 to 1 as standard, with alternatives of 6.22 or 7.92 to 1. With the 6LW engine a Kirkstall 9-ton-capacity worm axle with 8½-in. centres is supplied, the maximum gross train-weight rating then being 24 tons. This axle is available with ratios of 6.75 or 5.5 to 1.

When either of the Kirkstall axles is fitted the rear springs are 54 in. long, with 3-in.-wide leaves. When the A.E.C.



The new Seddon SD4 tractor is available with a variety of engines and transmissions and has a maximum overseas train-weight rating of 32 tons.

495 lb.-ft. at 1,450 r.p.m., whilst the Gardner units develop 150 b.h.p. and 112 b.h.p. respectively at governed speeds of 1,700 r.p.m.

With each of these engines a 16-in.-diameter single-dry-plate clutch, hydraulically operated, is employed, and there is a wide choice of gearboxes. The Cummins engine may be supplied with the David Brown 557/480 five-speed direct-top or overdrive-top constant-mesh unit, or the 557A/480 overdrive-top box, which has an epicyclic auxiliary section giving 10 forward speeds. Other options with the Cummins engine include Fulmer Roadranger 10-speed gearboxes with either direct or overdrive top gears.

Choice of Gearboxes

The David Brown 557/480 five-speed and 557A/480 10-speed gearboxes are offered with the Gardner 6LX, whilst the two gearboxes available with the 6LW are the David Brown 557/350 or 557A/350 five- and 10-speed units.

A single propeller shaft with Hardy Spicer 1700-series needle-roller joints takes the drive to the rear axle. Here, again, there is a choice of assemblies. When the vehicle is to be operated at 24 tons gross train weight and is equipped with either the Cummins HF6 or the Gardner 6LX engine a Kirkstall spiral-bevel-and-helical double-reduction 9-ton-capacity axle is specified, with ratios of 6.28, 7.01, 7.95 or 9.17 to 1.

When the tractor is to be used at 32 tons gross train weight and with either the HF6 or 6LX engine, an A.E.C. spiral-bevel and helical double-reduction 13-ton axle is specified, this having a ratio of

B24

axle is employed, heavy-duty rear springs, 54½ in. long and 5 in. wide are installed, the spring assemblies including five helper leaves. To give the necessary clearance between the inner tyres and the springs the chassis frame is inswept when the A.E.C. axle is used, the frame width being reduced from the standard dimension of 3 ft. 1 in. to 2 ft. 4½ in.

The front axle is similar to that employed on the other Seddon heavy-duty chassis and 48-in.-long springs work in conjunction with 7-in.-stroke telescopic dampers. Marles 861 cam-and-double-roller steering gear is specified. Turning circles are 37 ft. to 38 ft., according to the tyres.

A Clayton Dewandre dual-circuit air-pressure braking system is employed, with two-line trailer-braking couplings. A trailer brake hand reaction valve is mounted on the steering column. S-cam-

operated brakes are employed in all instances, the standard front brakes measuring 16½ in. by 4 in.

When Kirkstall axles are fitted, 16½-in. by 6-in. rear brakes are supplied, but the rear brakes with the A.E.C. axle are 15½-in. by 7½-in. units. Diaphragm actuators are then employed at both axles, as opposed to the cylinder type used on the other chassis. A Neate multi-pull hand brake acts on the rear wheels. The total brake friction area with the A.E.C. axle is 618 sq. in. and with the Kirkstall axles it is 460 sq. in.

Bolted construction is used throughout the chassis frame, which has four cross-members. The side-member pressings are of ⅝-in.-thick high-tensile steel, with 3-in. flanges and a maximum depth of 10½ in. Standard tyres are 9.00-20 in. (14-ply), mounted on 6.00T rims with 5.6-in. offset, but when the tractor is to be used at 32 tons gross train weight, 11.00-20-in. (14-ply) tyres are employed on 7.33V rims with 6.2-in. offset. In each case the wheels are mounted on 10 ¾-in. studs.

Plastics Cab Panels

A 50-gal. fuel tank is standard equipment and the electrical system is 24 v. Electrical fittings include a master switch and a C.A.V. condenser relay flasher system with wide-angle side flasher lamps and repeaters at the rear. The flashers are included in the standard home cab specification, which also provides for a heater and demister, roof rack and two windscreen wipers. The home-market cab is of composite construction incorporating plastics panelling, but an all-metal cab is available for overseas.

The SD4 tractor has an overall width over the cab of 7 ft. 11 in. and the laden frame heights measured at the rear axle centre line are 39½ in. when the A.E.C. axle and 11.00-20-in. tyres are fitted, and 36 in. in all other cases. Specimen chassis and cab kerb weights are as follows:—

With 6LW engine, 557/350 gearbox and worm axle, 4 tons 14½ cwt.; with 6LX engine, 557A/480 gearbox and Kirkstall double-reduction axle, 4 tons 17 cwt.; with 6LX engine, 557/480 gearbox and Kirkstall double-reduction axle, 4 tons 16½ cwt.; with HF6 engine, 557/480 gearbox and Kirkstall double-reduction axle, 5 tons 3½ cwt.; and with HF6 engine, 557/480 gearbox, A.E.C. axle and 11.00-20-in. tyres, 5 tons 9 cwt.

360 b.h.p. from A.E.C. Engine

EXHIBITS on the A.E.C. stand at the Engineering, Marine, Welding and Nuclear Energy Exhibition, to be held at Olympia, London, from April 16-30, include two new turbocharged versions of recently introduced engines. One of these is the AVT 1100, a Rotol-blown AV 1100 unit, which has an automotive rating of 360 b.h.p. at 1,900 r.p.m., compared with the normally aspirated output of 275 b.h.p. at the same speed. The continuous rating of the blown engine is 285 b.h.p. at 1,800 r.p.m.

The other blown unit is a Holset-equipped AV 690 engine which is rated at 210 b.h.p. at 2,000 r.p.m., or 170 b.h.p. at 1,800 r.p.m. for continuous operation. The normally aspirated version of this unit develops 165 b.h.p. at 2,000.

Both these new engines are suitable for heavy-duty automotive applications. A further exhibit is an AV 312G four-cylindere 75 b.h.p. engine, shown in its industrial form. This unit has already been successfully applied to goods chassis in this country as a conversion unit.

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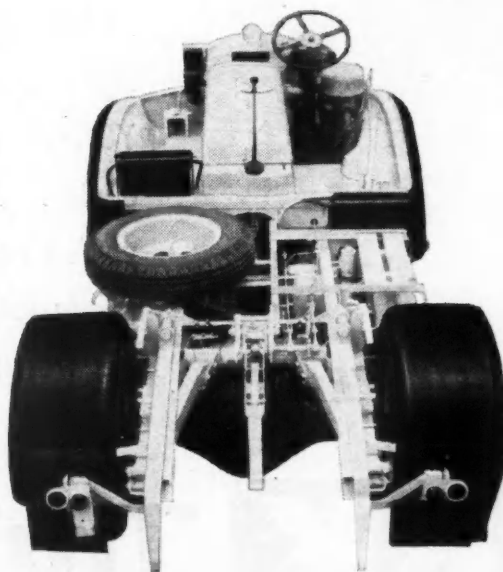
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Panoramic Windscreens in the Making

ONE of the most interesting developments observable at the Commercial Motor Show last year was the provision on a number of vehicles of wrap-round safety-glass windscreens, popularly described as "panorama." Nearly 6,000 of these were produced last year for commercial use at the Willesden, Birmingham and St. Helens factories of Triplex, mainly in toughened glass, but some in laminated glass principally for export models. The latter were made only at King's Norton.

The largest screen is 5 ft long, 2 ft. 9 in. deep and has a 13-in. depth of curve. Its weight is 44 lb. and the area 28 sq. ft. The company have gone to immense trouble to design and build special plant for manufacturing these screens, as they present many tricky problems.

The flat plate must be cut to exact size, brought to a particular temperature and most carefully toughened by air blasts at each side so that the skin stressing, which is the vital factor, is evenly distributed. It is this which makes toughened glass up to six times stronger than the ordinary quality.

Accuracy is essential because, once toughened, the glass cannot be cut or ground to size. The only addition made to it is the small Triplex trade mark, this being "cut" by sand blown at 85 lb. pressure through tiny holes in a convex rubber "washer" held in a metal head.

One combined equipment is used for the heating, curving and toughening; and

A finished screen being tested over a jig to check that it meets all measurement and curve requirements. Triplex made 6,000 wrap-round screens last year.



the electric furnace is below floor level. The glass is supported by self-gripping tongs, lowered into the furnace for about four minutes until it reaches some 700° C., then automatically raised between the two sections of a die which is faced with finely woven glass "silk," which quickly bends it to the correct curvature, which may be in two directions.

Immediately following this, the hot screen is lifted between two blowing frames, fed by a large number of air pipes, which either oscillate or reciprocate so that the expanding air covers the entire surface. This chilling occupies 15-20 sec., but the glass is still so hot that asbestos gloves must be used in holding it. The

finished screen is then tested over a jig to see that it meets all measurement and curve requirements.

When broken, such a screen must result in the production of 60 particles in a 2-in. square, and test glasses are broken during every shift to ensure that this is met. On a flat sheet one test is to pass it under a trip hammer, a blow from which is equivalent to a 1.68 lb. steel ball being dropped from a height of 4 ft. 6 in.

Some of the grinding and polishing is carried out by diamond-impregnated wheels, whilst holes for windscreen wipers can be drilled through ¼-in. glass (before toughening) in 11 sec. by a tubular drill also diamond-impregnated.

"Kneeling" Semi-trailer for Desert Transport

A SEMI-TRAILER which can be let down to the ground at the front for loading has been designed by Taskers of Andover (1932), Ltd., Waterloo Iron Works, Andover, Hants, for use by contractors to oil companies working in the Libyan desert. Five such semi-trailers, together with four A.E.C. Militant six-wheeled tractors, are being supplied to the operators through the Automobile Trading Co., Ltd., Tripoli.

The semi-trailer is built to carry a load of 25 short tons, and has a platform 36 ft. long by 8 ft. 6 in. wide. Its four wheels are mounted on two beams pivoting about the axle. Like the tractor, the semi-trailer has Michelin X Sahara tyres. The coupling is of the S.A.E. pin type.

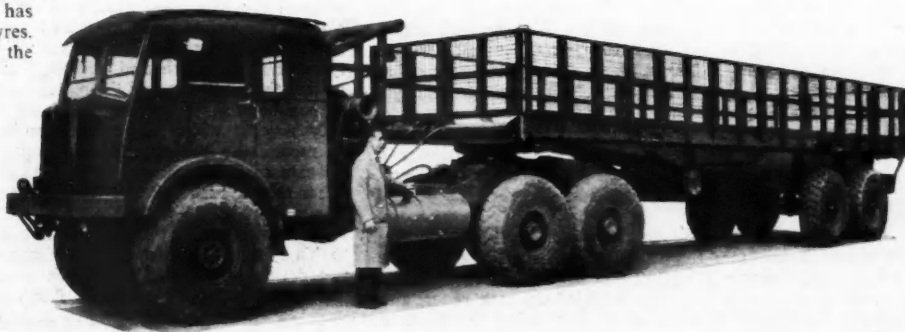
Behind the tractor cab is a winch, driven by a power take-off, and the cable is connected to the front of the semi-trailer. When it is desired to incline the platform for loading, the cable is paid out and the tractor is driven forward. The front of the semi-trailer slides down a ramp at the rear of the tractor, and then over a roller. For the last part of the movement, the fall of the semi-trailer is against the tension of the cable.

With the semi-trailer in an inclined position at about 10 degrees to the ground, the tractor can be brought behind it so that loads can be winched up the

slope, a roller being provided at the rear of the semi-trailer. The fully laden height of the platform when level is 5 ft. 9 in.

The floor of the vehicle is of hardwood, and steel-mesh side sections may be fitted into brackets when general goods, as distinct from machinery or heavy pieces of equipment, are to be carried. The semi-trailer weighs 11 tons and the tractor 10½ tons. The tractors have been fitted with Duramin cabs and Darlington winches, and one has a Hobbs body allowing it to be adapted for use as a mobile crane.

When detached from the A.E.C. tractor, the front of this Taskers semi-trailer rests on the ground so that loads can be winched up the sloping platform. Braking is by a dual-line air-pressure system.



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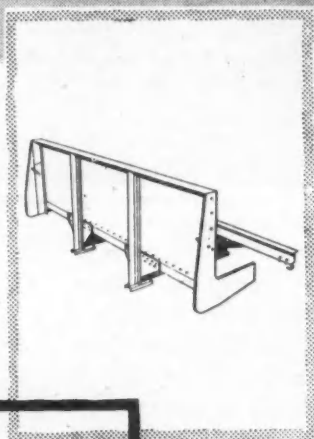
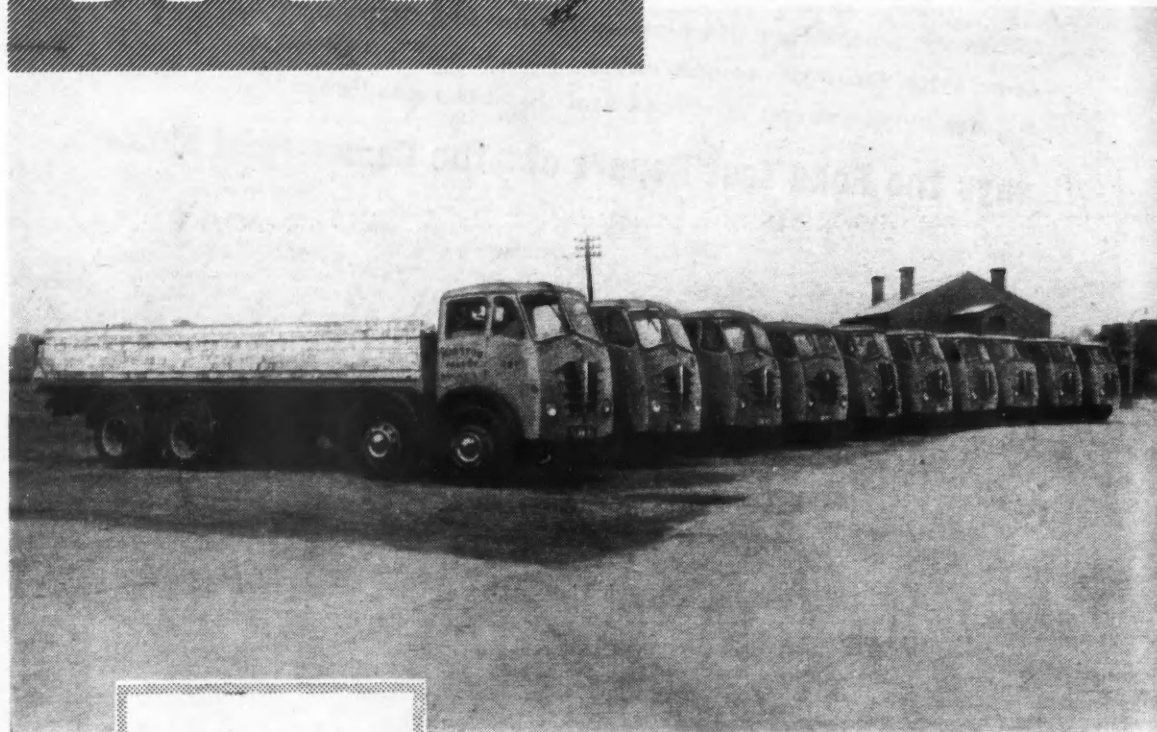
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Because one record is to be made out for each tyre the distinguishing feature between one form and another—the serial letters and numbers branded on every cover—is given prominence at the right top corner. Following this are detailed the size, ply rating, make and type.

The main section of the form is drawn up to facilitate the recording of whatever positional or vehicle changes are made throughout the life of the cover. In the first column is shown the number of the vehicle to which the cover is at present fitted, followed by the wheel position. Then the date and mileometer reading when fitted are recorded, and similarly when removed. The mileage done while the cover is fitted to each vehicle can thus be obtained. Brief details as to the reason for removal and disposal, as applicable, are also noted.

A subsection of the form permits the entry of cost data, including not only the original price of the cover, but also the cost of repairs or remoulding. From the resulting totals of cost and mileage, a cost per mile for that particular cover can be obtained. The allocation of the total between various vehicles on which it was used can then be calculated more equitably than by arbitrarily charging the cost of each new tyre to whatever vehicle it might originally have been fitted, regardless of the mileage it may actually have run on that vehicle.

Where substantial use is made of retreaded tyres, two alternative methods of recording are possible. Assuming that there is sufficient space left on the tyre record originally made out when the cover was supplied new, a heavy horizontal line could denote the demarcation when retreading took place. In some instances, however, it might be more convenient to issue a new tyre record form, when the remould was received back into stock, and add the letters RM before the serial number of the cover to denote the change.

Discarded Cover

It should be borne in mind, however, that when completing the cost section of the tyre records, allowance should be made for any sum received for the discarded cover. Similarly, if a new form is made out when a remould is received back into stock, an equal amount, together with the cost of remoulding, should be debited against that cover in the same way as the initial price is debited against the new tyre.

Theoretically, the tyre cost records should include not only the cost of the cover but also tubes and flaps, but this is impracticable because changes of cover, tubes and flaps do not always coincide. As tubes and flaps represent only a small proportion of the total tyre cost, averaging out the expenditure on them over the whole fleet and then dividing it in proportion to the number of wheels per vehicle will be sufficiently accurate. Even so, a check should be made from time to time to ensure that the total number of tubes and flaps used throughout the period corresponds to the number of covers fitted.

A recommended Tyre Change Form is shown in Fig. 2. Once the tyre record system has been put into operation, this is the form which will be used most regularly. It is drawn up as simply as possible, bearing in mind that it will probably be filled in by the fitter, or tyre fitter if the company is large

enough to employ a member of the staff especially for that purpose. For the same reason it should not be too small or flimsy.

This form is divided into four sections. In the first is recorded the vehicle number, wheel position, date and mileometer reading. The serial letters and number, size, ply and make of tyre removed are then entered, followed by corresponding details of the tyre fitted. The fitter's remarks and signature complete the form. When a new vehicle is received it should not be overlooked that tyre record forms must be made out for each tyre fitted as original equipment, in addition to new or remoulded tyres received direct into stock.

Left and Right

In completing both of these forms, a need will be found for convenient abbreviations of tyre position. Traditionally, in this country at least, the terms "near side" and "off side" have been commonly used, but partly as a result of increasing export trade there has been a growing tendency to state simply "left" or "right." The distinction between twin tyres when fitted is shown by (I)—inner—or (O)—outer. With the increasing use of multi-axled vehicles the simplest method of denoting relative positions is to number the axles from front to rear.

By the combination of these abbreviations any tyre on an eight-wheeler can be clearly indicated by a maximum of three letters or numbers. Thus, 2/R would indicate the second steering axle right (or off) side, whilst 4/L/O would denote the outer cover on the left (or near) side of the second rear axle.

Abbreviations for the six wheel positions on a four-wheeler with twin rear tyres would thus read: Front, 1/L—1/R; rear, 2/L/O—2/R/O; 2/L/I—2/R/I.

Similarly for a four-wheel-steering six-wheeler the abbreviations would read: Front, 1/L—1/R; 2nd front, 2/L—2/R; rear, 3/L/O—3/R/O; 3/L/I—3/R/I.

The criticism could be made that when using this system, "2" could indicate three different axle positions—the rear axle of a four-wheeler, the second front axle of either a four-wheel-steering six-wheeler or eight-wheeler, and, in addition, the first of the two rear axles of conventional rear-bogie six-wheelers. Whilst this is correct, it should prove no handicap where the user is sufficiently familiar with his vehicles to recognize the type from the vehicle number.

Alternatively, with larger operators, this information would be available from the fleet number if the method of vehicle designation recommended previously in these articles has been adopted. Having then allocated blocks of fleet numbers to each type of vehicle (as opposed to chronologically), the precise wheel positions would be shown on the tyre record form by a combination of fleet number and tyre position abbreviation recommended here.

The filing of tyre record forms allows for some variation relative to each user's size and type of fleet and operational conditions. In addition to a simple filing according to make, serial letter and number, grouping into sizes would facilitate segregation of costs.

S.B.

Rail Delivery of Cars Too Slow, Say Scots

FACILITIES offered by British Railways for the delivery of new cars and tractors from the works to Aberdeen were criticized by members of the Aberdeen motor trade when two haulage contractors were each granted an A licence to operate vehicle transporters by the Scottish Deputy Licensing Authority, Mr. Alex Robertson, in Aberdeen last week.

Mr. John K. Gordon, Mile End Avenue, Aberdeen, was granted a licence to carry cars and tractors from works to North East Scotland. The Car Transporter Service, Stonehaven, obtained a licence to carry between car factories and

Aberdeenshire, Kincardine and Angus. They also obtained a licence for contract work for branches of S.M.T. Sales and Service, Ltd., in Scotland and Northern England.

Main objectors were British Railways, British Road Services and four road hauliers who operate from Aberdeen.

Mr. Charles W. Greig, for British Railways, said 2,864 cars and tractors were taken by rail to Aberdeen in 1958. He maintained that the railways could cope adequately with requirements.

Mr. J. N. Forrest, of S.M.T. Sales and Service, said in support of the applications that it took the railways about a

week to deliver cars from factories to Aberdeen. At present 98 per cent. of the cars went by rail.

Mr. Robert Blyth, manager of Reekie Engineering Co., Laurencekirk, said that it took from eight to 10 days to get tractors delivered from works by rail. A transporter would take cars and tractors direct to his depot.

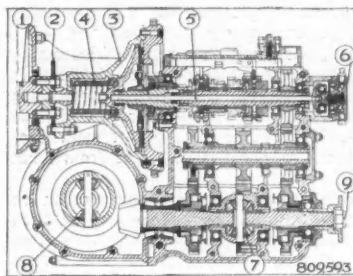
Both applicants undertook to operate the transporters 100 per cent. on the carriage of vehicles.

A third application for an A licence to operate a vehicle transporter, by Mr. William Walker, Deansloch Crescent, Aberdeen, was refused.

Ferguson Transfer Box

NOVELTY in the design of clutches is shown in patent No. 809,593 which discloses one using a single, central, helical spring. Intended for four-wheel-drive vehicles, the clutch is worked hydraulically. (Harry Ferguson Research, Ltd., "Abbotswood," Stow-on-the-Wold, Glos.)

The drawing shows not only the new clutch but also the general transmission layout. The engine crankshaft (1) carries



a flexible disc (2) to which is attached a bell-shaped member (3). This acts as the coupling shaft and is large enough to house the single clutch spring (4).

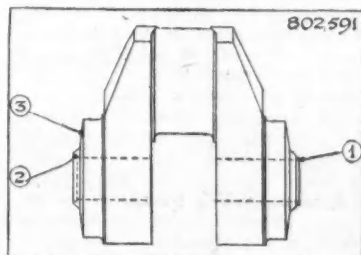
The clutch is operated by a central thrust-rod (5) which extends right through the gearbox assembly to the end (6). Here, a hydraulic piston can disengage the clutch when pressurized by the pedal cylinder.

The gearbox drives through an inter-axle differential gear (7) which divides the drive between the front axle assembly (8) and the rear axle via the shaft (9). Free wheels are incorporated to limit loss of drive owing to wheel spin; these are covered by an earlier patent numbered 731,938. The gearbox and transmission are also the subject of another patent numbered 773,595.

WELDED CRANKSHAFT

A METHOD of building crankshafts from stock units joined by welding is covered by patent No. 802,591. Although the scheme is shown applied to large cranks having journal diameters of 6 in. or so, it could doubtless be equally well applied to smaller ones. (Blackstone and Co., Ltd., Stamford, Lincs.)

The drawing illustrates the basic unit which comprises one throw and two half-length journals. When united with another in a jig, the spigot (1) fits into the recess on the other (2), thus ensuring



A34

concentricity. The sloping groove formed by the two coned faces (3) is then filled with high-quality weld metal, preferably in an inert atmosphere to eliminate contamination. After welding, the centre hole is bored out to remove the spigot fitting so that no starting points for cracks are left.

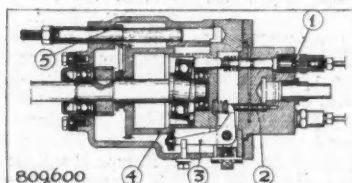
Special end units are needed, of course; these are attached by the same method. The shaft is finally inspected by passing a gamma-ray source through the centre holes of all the welded joints.

PETROL-INJECTION CONTROL

THROTTLING the charge of a petrol engine is not a satisfactory way of reducing its power, because the shortage of gas causes the compression to fall to an inefficient value at all except full load. A scheme claimed to give efficient power control without throttling forms the subject of patent No. 809,600. (Regie Nationale des Usines Renault, 8-10 Avenue Emile Zola, Billancourt, Seine, France.)

In the proposed scheme, the air inlet is unobstructed and control is given by varying the quantity of petrol injected. However, weak mixtures will not fire, and this is overcome by giving each cylinder either a full fuel charge or none at all. This means that power is reduced by eliminating power strokes as required, in other words, by controlled misfiring.

The drawing shows the injection pump used for the fuel. It is of the swash-plate



type and has six plungers, one for each engine cylinder. The delivery valves (1) are opened by fuel pressure and closed by a spring, but the inlet valves (2) are spring-closed and opened by rockers (3). The rockers are worked by a cam barrel (4) having flats round its periphery. The barrel is rotated by gearing (not shown) at one-seventh of the spindle speed.

The barrel can be moved by a rod (5) which is coupled to the accelerator pedal. In the position shown, the rocker is touching a part of the barrel having seven flats, so that all the pump units work normally and give a full fuel charge to a full air charge, thus generating maximum power.

If the barrel is slid one step to the right, the rocker reaches a region on the cam in which one flat is omitted from the series of seven. The effect is to cut one fuel charge and one cylinder therefore does not fire, leaving six power strokes in seven cycles.

Further movement of the barrel to the right reduces the number of flats and causes more lost power strokes; this can be continued until only one cylinder is

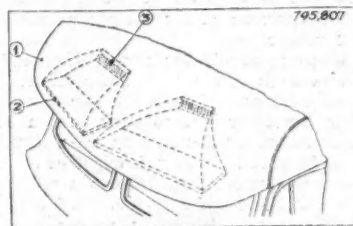
working. It is not the same cylinder, because of the seven series working on six cylinders. The extreme right position has no flats, thus stopping the engine.

Although the term "flats" has been used above, the cam recesses are actually small concavities to suit the curve of the roller on the rocker.

BUS VENTILATION

INTENDED for vehicles exported to tropical countries, a ventilating system for buses and coaches is the subject of patent No. 795,807. (G. Sparshatt and Sparshatts (Metal Bodies), Ltd., Vespasian Road, Bitterne, Southampton.)

The vehicle is fitted with a projecting hood (1) which acts as a sun visor for the driver. The invention consists of the provision of funnel-shaped inlets, shown in dotted lines (2), which collect some of



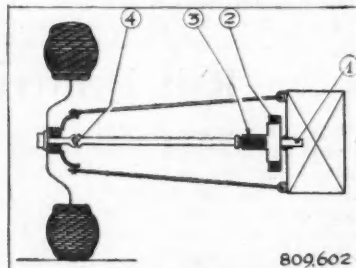
the upsurge of air created by the forward motion of the vehicle. A filter is fitted to each funnel, and the cleaned air passes into the body via grilles (3). An extraction inductor may be fitted at the rear end of the vehicle.

On a double-decker bus, a similar arrangement would be provided at the front of the upper deck.

FRONT-WHEEL DRIVE

A DESIGN for a front-wheel-drive transmission system claimed to reduce vibration and noise is the subject of patent No. 809,602. (S. A. Andre Citroen, 117-167 Quai de Javel, Paris.)

Referring to the drawing, the drive-shaft (1) is connected to one side of a resilient coupling (2); this member is the subject of an earlier patent numbered 788,134. The coupling drives the axle via a splined joint (3) which permits endwise movement.



At the other end is a universal joint (4); this is located in the plane of the wheel to reduce its axial displacement during steering movement, also during rise and fall. The basis of the patent is the use of the resilient coupling at the inner end and the position of the universal joint in the wheel.

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INDEX TO HEADINGS

USED GOODS VEHICLES FOR SALE Page 41

AND WANTED " 52

NEW GOODS VEHICLES FOR SALE " 54

USED PASSENGER VEHICLES FOR SALE " 58

SALE AND WANTED " 58

NEW PASSENGER VEHICLES FOR SALE " 60

MISCELLANEOUS VEHICLES FOR SALE " 65

AND WANTED " 65

SPARE PARTS AND SUPPLIES " 60

MISCELLANEOUS ADVERTISEMENTS " 65

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1951 BEDFORD P6 tractor unit with 8-ton long-wheelbase trailer, knock-out axle, £450. 807-274

1954 BEDFORD A-type, petrol, double-drop-side body, very clean condition, £365. Dicken, 12 Rock Place, Brighton 62833 and Linstead 2333. 807-274

LOW-MILEAGE BEDFORD O.L., unregistered, in good condition; also Bedford O.L. winch tractors at £175. Mains Motors, Ltd., Woodside, Ewelme, Oxon. Phone, Ewelme 62. 807-280

1954 BEDFORD petrol S-type 6-yd. steel-bodied tipper. 807-280

1954 BEDFORD petrol S-type 10-yd. steel-bodied tipper. 807-280

1955 BEDFORD petrol S-type 10-yd. steel-bodied tipper. 807-280

ALL the above vehicles in excellent condition. Coronary thrombosis sole cause of sale. 807-281

BEST offers, please, 175 Lodge Lane, Grays, Essex. 807-281

BEDFORD 1951 Scammell tractor and 8-ton low-loading trailer with winch, £425. Edgware 2572. 807-291

DECEMBER, 1948 O model long-wheelbase Perkins P6, double-drop-side, in very good condition, £235. STEVENS, 163 Chase Cross Rd., Romford 46942. 807-320

1947 3-4-ton insulated boxvan with rear roller shutter, in excellent condition throughout, £125. 5-ton platform with 5-ft. headboard and steel-lined floor, first-class condition, £50. Anderson and Blake, Southfield Garages, Eynsham 271, Oxon. 807-318

A38

Used Goods Vehicles (contd.)

ARLINGTON MOTOR CO., L.T.D.
OUR REPUTATION IS YOUR GUARANTEE.
SELECTION OF OUR RANGE OF
USED BEDFORDS.

COMPREHENSIVE RANGE OF USED VANS AND PERSONNEL CARRIERS ALWAYS AVAILABLE.

1958 300-cu.-in. diesel 7-ton long-wheelbase forward-control, 2-speed axle, 17-ft. 6-in. platform body, 55-gal. fuel tank.
1958 12-seater Utilibrake.
1955 56, choice of several 10-12- and 15-cwt. vans.
1955 7-ton long-wheelbase with Comet engine, 16-ft. platform body.
1954 7-ton long-wheelbase 16-ft. platform body with Leyland Comet reconditioned engine.
1953 Petrol 7-ton short-wheelbase tipper.

MAY WE QUOTE YOU FOR YOUR NEW BEDFORD?
COMPREHENSIVE RANGE OF VEHICLES IN STOCK.
HIGH ROAD, PONDERS END, ENFIELD, MIDDXX.
Phone, Howard 1266.
ALSO AT
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CORNARD ROAD, SUDBURY, SUFFOLK.
Phone 2301.
DUMBALLS ROAD, CARDIFF.
Phone 30641.
SALES DEPARTMENT OPEN UNTIL 5 P.M. SATURDAY. 807-485

HAMILTON MOTORS (LONDON), L.T.D.
THE MAIN BEDFORD DEALERS.

WE always have a comprehensive stock of the first-class "Quality Tested" and other BEDFORDS for your inspection.

MAKE sure you inspect these before you make your purchase. A sample of our stock is as follows:
NEW BEDFORD forward-control truck, Leyland Comet engine.
TAKE advantage of Budget benefit reductions.

1946 BEDFORD 2-3-ton platform truck, £65.
1952 BEDFORD 3-ton Luton, £425.
1955 BEDFORD 5-ton long-wheelbase tipper, £490.
1949 BEDFORD tipper, £125.
1952 BEDFORD 5-ton long-wheelbase platform truck, £225.
1948 BEDFORD 5-ton tipper, £145.
1955 BEDFORD 5-ton long-wheelbase drop-side truck, diesel, £625.
1957 BEDFORD 10-1-cwt. van, colour black, £350.
1954 BEDFORD 3-ton van, diesel, colour grey-blue, £450.
1957 BEDFORD 5-ton truck, 8,000 excellent condition £750.
1956 BEDFORD 5-ton long-wheelbase truck, £645.
1949 BEDFORD 8-ton tractor unit, £95.
1956 BEDFORD 10-12 van, grey, £315.

SEE the new BEDFORD at our showrooms.
HIRE-PURCHASE facilities, insurance and taxation can be arranged while you wait.
PART-EXCHANGES welcomed.

DEMONSTRATIONS gladly carried out under no obligation.
OUR showrooms are open until 6 p.m. daily and 5 p.m. Saturdays.
KINDLY note address of our additional premises:—
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HAMILTON MOTORS (LONDON), L.T.D.
466-490 EDGWARE ROAD,
LONDON, W.2.
AMBASSADOR 7211-5. PADDINGTON 0022-8, 807-402

1958 BEDFORD 6-cu.-yd. tipper, 700 miles only. First registered February, 1959, petrol, £1,375. Harold Perry, Ltd., Station Bridge, Wexham, Middlesex. Harrow 1031. 807-340

1950 5-ton BEDFORD long-wheelbase tipper, very clean, perfect mechanically, ready for work. £185. 11 Prescott Place, Clapham, S.W.4. Macaulay 2264. 807-426

1952 5-ton BEDFORD van, perfect condition, £150. 11 Prescott Place, Clapham, S.W.4. Macaulay 2264. 807-426

1954 BEDFORD 30-cwt. A model van, petrol. Choice of two, one owner, Hunter Vehicles, Ltd., 290 Southbury Rd., Enfield. Howard 4184. 807-655

1957 October, BEDFORD long-wheelbase chassis and cab, with Baico extension, Leyland engine, tyres 85% good, one owner, 34,000 miles to date, excellent vehicle, price £1,150.
COVENTRY AND JEFFS, LTD., Stafford St., Bristol, 3. Phone 6-4661. 807-461

BEDFORD O model, Scammell tractor unit, 1949, £145.
MEADWAY COMMERCIALS, Bordesley Green Rd., Birmingham, 9. Victoria 4933. 807-1

1956 alloy body, in good condition, £520. Hair Wreale, Brig 3106, Lincs. 808-x6621

Used Goods Vehicles (contd.)

E. J. BAKER AND CO. (DORKING), L.T.D.
BEDFORD MAIN DEALERS.

1957, November, BEDFORD 6-ton normal-control short-wheelbase tipper, Bedford diesel engine, Anthony hoist and 6-cu.-yd. fixed-side steel body, excellent condition, choice of five available May 1, £875 each.
1954 BEDFORD 7-ton long-wheelbase drop-side truck, Mark II R6 engine, excellent condition, £395.

1948 BEDFORD-SCAMMELL tractor unit, P6 engine, very good condition, £175.
WE welcome inquiries for early delivery all types of new BEDFORD commercial vehicles, articulated vehicles and utilities.

55-61 LONDON STREET.
CHERTSEY.
Chertsey 2391. 807-351

G.T.C. (COMMERCIALS), L.T.D.

1957 BEDFORD Perkins P6 diesel, 5-ton long-wheelbase drop-side truck.
1956 BEDFORD-SCAMMELL diesel 8-ton artic. unit.
1955 BEDFORD 5-ton long-wheelbase trucks; choice of two.
1954 BEDFORD 7-ton long-wheelbase drop-side truck.
1954 BEDFORD-SCAMMELL diesel 10-ton artic. unit and 23-ft. 10-ton trailer on 9.00-20 tyres.
1953 BEDFORD 7-ton short-wheelbase tipper, 6-cu.-yd. wooden drop-side body.
1952 BEDFORD-SCAMMELL 8-ton artic. unit.
1952 BEDFORD 2-3-ton boxvan, integral cab.
1951 BEDFORD 5-ton long-wheelbase drop-side truck.
1950 BEDFORD-SCAMMELL 8-ton artic. unit and 20-ft. 8-ton trailer.
SACK loader for sale.

G.T.C. (COMMERCIALS), LTD., 2 Addington Rd., Bow Rd., E.3. (Opposite Bow Rd. Underground Station.) Advance 5242-3. 807-333

CAPITAL MOTOR CO., L.T.D.
BEDFORD MAIN DEALERS.
SCAMMELL DISTRIBUTORS.

NEW BEDFORD available, 15-cwt. vans and conversions, 3-7-ton trucks, diesel 10-ton tractor unit. SEND us your inquiries.

1952 BEDFORD 5-ton long-wheelbase drop-side truck, in good condition, £225.
1954 BEDFORD A-type 5-ton diesel long-wheelbase hydraulic tipper.
BEDFORD 10-12-cwt. van, 1954-57, good order, from £150.
REMINGTON ST., City Rd., N.1. (Near Angel) Clerkenwell 7455. 807-257

1954 BEDFORD 5-ton short-wheelbase tipper, £460.
COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470. 1047. 807-200

VIGO MOTORS.
1947 8-cwt. BEDFORD van, £95.
1952 BEDFORD 4-ton Luton van, taxed, £285.
VIGO MOTORS, Walmer Rd., W.10. Ladbroke 3051. 807-258

1955, November, BEDFORD 10-cwt. van, in duobus, one owner, £295.
BENHILL MOTORS, LTD., Bedford House, High St., Sutton, Surrey. Phone, Vigilant 8192. 807-260

BEDFORD 1957 S-type R6 7-tonner, flat platform, 9.00 by 20 tyres, one owner.
1956 S-type 7-tonner, fitted Gardner 4LW, David Brown gearbox.
1952 S-type 7-tonner, petrol engine, large capacity Luton van.
FULL details, Warwick Motors, Copeland St., Stoke-on-Trent. Phone 47507. 807-248

1955 2-3-ton BEDFORD delivery van.
1954 BEDFORD 30-cwt. delivery van.
1955 10-12-cwt. van.

SHELDON MOTOR SERVICES, 2119 Coventry Rd., Birmingham, 26. Sheldon 4386-7-8. 807-142

1956 BEDFORD 7-ton diesel long-wheelbase drop-side truck, in good running order, clean vehicle, choice of two at £550 each.
1956 BEDFORD 5-ton tipper chassis, 13,000 only since new, petrol engine, in excellent order, bargain, £375.

1955 BEDFORD-SCAMMELL diesel unit, in good running order, £350; choice of four, trailers available if required.
RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 807-169

1951 BEDFORD, P6 engine, with Scammell 8-ton drop-frame trailer, good condition. Phone Mr. Twine, Edmonton 1040. 807-x6576

BEDFORD 7-ton short-wheelbase hydraulic steel-bodied tipper, £185. Also 1955 Bedford 7-ton short-wheelbase steel-bodied tipper, £310. Cardale Garage, 269 Carlton Rd., Nottingham 52034. 807-xA6643

1947 5-ton drop-side BEDFORD truck, £75. Acorn dealers. 807-xA6481

COACHES AND COMPONENTS, BEDFORD main dealers.
1958 BEDFORD 6-ton diesel chassis-cab, unregistered.
1957 BEDFORD Workabus, choice of two.

THE new BEDFORD van and Workabus, etc., from stock.
24 STAMFORD HILL, N.16. Stamford Hill 8444. 807-464

Used Goods Vehicles (contd.)

BEDFORD 480 Edgware 9022 (12 lines)

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Used Goods Vehicles (contd.)

Bedford Wanted

A BEDFORD for sale. Phone, Hamilton Motors, 466-490 Edgware Rd., London, W.2. Phone, Paddington 8022 (12 lines). Immediate settlement and best prices.

BEDFORDS wanted! Bedford wanted! We want Bedford Trucks, tippers, vans, Lutons, etc. G.T.C. (Commercial), Ltd., 65 Rennets Wood Rd., Eltham, S.E.9. Eltham 8253. zzz-9225

BEDFORD. All types wanted.

BEDFORD. All types wanted.

CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10.

GRE 2033-4.

zzz-821

BEDFORD S model wanted, smashed or burnt would do, must be cheap for dismantling.

MEADWAY SPARES, Bordesley Green Rd., Birmingham, 9. Victoria 4933.

S-10 petrol BEDFORD machines, 1951 onwards, chassis and cabs must be sound and clean, and body in good order, mechanical condition immaterial. Write only to L. G. Perfect (Haulage), Ltd., South Denes Rd., Great Yarmouth. 807-77

ALL types BEDFORD wanted, see special announcement under "Business Opportunities" column.

1954 Or later BEDFORD-SCAMMELL tractor, diesel or petrol, state prices, etc. 809-7411

255 WALTON LANE, Liverpool, 4. Aintree 1873. 807-474

B.M.C.

1957 B.M.C. articulated unit with Scammell coupling and 10-ton trailer, choice of two.

1956 B.M.C. diesel 7-ton long-wheelbase drop-sided truck, 18-ft. drop-side body, choice of two, terms and exchanges, £650.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 807-177

1956 B.M.C. tractor unit, diesel. 5-ton, new tyres, immaculate condition, £645. Edgware 2572. 807-292

B.M.C. Wanted

7-TON drop-sided truck, 1957 or 1958. Replies to Box CM0734, care of "The Commercial Motor." 807-8631

COMMER

1956 COMMER TS3, 18-in. high-sided body, £950.

READING GARAGE CO., LTD., Commercial Vehicle Specialists, Cork St., Reading. Phone 55755. 807-101

1957 COMMER TS3 long-wheelbase truck, excellent condition, 9,000 by 20 tyres.

COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470, 1047. 807-199

1950 QX COMMER tipper, reconditioned, engine just fitted, U-shaped steel body, good tyres all round, £225. Chapman, 145B Station Rd., Lower Slomond, Beds. Phone, Hemluc Camp 326. 807-164

1956 June, COMMER Express Delivery van, in black and white, clean owner. £340.

PHOENIX MOTOR CO. (SURREY), LTD., Phoenix House, High St., Sutton, Surrey. Phone, Vigilant 0161. 807-259

1951 COMMER QX 7-8-ton, 18-ft. flat, ex brewery, 2 thoroughly clean and genuine truck, £295; also 1950 Commer QX 5-6-ton 16-ft. drop-sided truck, good tyres, £195. W.E.M. Motors (Wimbledon), 506-508 Kingston Rd., London, S.W.20. Phone, Cherrywood 4568, 1480. 807-242

G.T.C. (COMMERCIALS), LTD.

1956 COMMER TS3 diesel 7-ton long-wheelbase truck.

1955 COMMER TS3 diesel 7-ton long-wheelbase truck.

1953 COMMER 7-ton long-wheelbase truck, 14-ft. alloy body.

1952 COMMER 1,350-cu.-ft. Luton vans, integral cabs, superb bodies; choice of two.

G.T.C. (COMMERCIALS), LTD., 2 Addington Rd., Bow Rd., E.3. (Opposite Bow Rd. Underground Station.) Advance 5242-3. 807-334

1957 COMMER 25-30-cwt. diesel forward-control large-capacity van, low-mileage, £625; extremely good condition. Edgware 2572. 807-290

1953 COMMER 8-cwt. van, £175.

1952 5-ton COMMER articulator, 3,000 miles, diesel P engine, in good condition, £295.

COMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 807-419

1952 COMMER Q4 articulated, 22-ft. Hande trailer, (teak boiler, new tyres and P6 engine, only 10,000 miles, excellent condition, ready for work, £495. Mal 7881. 807-6635

NOVEMBER, 1957. TS3, air brakes, helper springs, 1 drop-side lorry, good tyres, bargain, £1,350. Roger Riss Transport, Morriston, Swansea. 807-489

NEW COMMER Routes diesel long-wheelbase drop-side truck.

PERCY D. SLEEMAN, LTD., 38 Usbridge Rd., Ealing, W.5. Ealing 7987. 807-450

Commer Wanted

COMMERS wanted, trucks, tippers, vans, etc. G.T.C. (Commercial), Ltd., 65 Rennets Wood Rd., Eltham, S.E.9. Eltham 8253. zzz-9225

WANTED, 1957-8 COMMER 12-ton tractor, Rutes diesel unit with 33-in. fifth wheel for S.A.E.-S.M.T. Kingpin, air brakes, 9,000 by 20 tyres. This vehicle is urgently required, please write stating price, condition, to—

ADOCKS GARAGES, LTD., Routes Main Dealer, East St., Chichester, Sussex. 807-x6540

DENNIS

DENNIS Max 8-ton diesel trucks, unregistered ex-M.O.S., excellent condition, spare wheel, batteries, etc., £420 each.

L. W. VASS, LTD., Amptill, Bedford. Amptill 3255. zzz-697

Used Goods Vehicles (contd.)

1951 DENNIS Max 7-ton 20-ft. platform lorry.

1950 DENNIS Jubilant 8-wheel double-drive 24-ft. platform.

PRAILS (HEREFORD), LTD., Holmer Rd., Hereford. Phone 4221 (6 lines). 807-27

1953 December, DENNIS 6-wheeler, double-drive 25-ft. new platform and cost £240, 70,000 miles, in perfect condition and spotless, must sell. Phone, South Ockendon 2960. 807-10

DODGE

1957 October, DODGE diesel 7-ton long-wheelbase, high-sided tippers, Eaton 2-speed axles, in excellent condition, £900.

COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470, 1047. 807-202

1954 DODGE 7-tonner Perkins R6, 17-ft. alloy platform, in really good condition, £500.

Transport Repairs, Liverpool. Central 9421. 807-220

1956 DODGE diesel articulated with S.A.E. coupling and 24-ft. trailer, R6 engine, 2-speed axle, £650.

1953 DODGE diesel long-wheelbase truck, P6 engine, in good condition, £350.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 807-186

MAIN DODGE DISTRIBUTORS.

FERRARIS OF CRICKLEWOOD, LTD.,

200-220 CRICKLEWOOD BROADWAY, N.W.2.

Gladstone 2234-5-6-7.

ALL new models prompt delivery.

FULL range of spares for all models.

SALES and service. Perkins diesel service.

SEE our Miscellaneous Section advertisement for used DODGE vehicles. 807-468

1951 DODGE Perkins P6 (new engine) 6-7-ton 16-ft. truck, over £250 spent on overhaul to this vehicle, as clean and as good as a new Dodge, 5-speed box, Servo, etc., £345. W.E.M. Motors (Wimbledon), 506-508 Kingston Rd., London, S.W.20. Phone, Cherrywood 4568, 1480. 807-244

1957 DODGE 146/BR6, 7-ton long-wheelbase 19-ft. drop-side body, R6 engine, 18,500, heavy duty 2-speed axle, shock absorbers, helper springs, all chrome front, etc., all good tyres, one owner driver, in perfect condition throughout, £1,100.

CEO H. KENDRICK, LTD., Carters Green, West Bromwich. Phone 0778. 807-191

Dodge Wanted

WANTED, DODGE, 1951 onwards. Phone or write, CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10.

GRE 2033-4.

807-308

WANTED urgently, DODGE, 1954 onwards. Church Road Motors, Ltd., Hadeleigh, Essex. 807-497

E.R.F.

1953 E.R.F. 6-ton long-wheelbase, 4LK engine, good condition, £325.

COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470, 1047. 807-201

1939 E.R.F. twin steer, 5LW, in good running order, well maintained, just off service.

1938 E.R.F. 6-wheeler, 5LW, as above, £350 the

F. WARDELL (HAULAGE), LTD., Lymn (Cheshire) F. 109. 807-137

E.R.F. 1957, twin steer 6LW platform body, auto. lubrication, unladen weight 5 tons 12 cwt. 42 lb.

RYLAND GARAGE, LTD., Ryland St., Birmingham, 16. Edgbaston 4501-5. Grams "Diesel." 807-127

E.R.F. 8-wheeler, 24-ft. drop-side body, in very good order throughout, Barton Motors (Preston), Ltd., Preston. Phone, Preston 4664 (10 lines). 807-205

E.R.F. 8-wheeler, double drive, 24-ft. body, 6LW engine, good running order, £950. 807-184

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 807-186

E.R.F. 1953 (late) 4-5G, in clean condition, 9,000 by 20 tyres, 18-ft. drop-side body.

1938 C.I.S. to clear, £150.

FULL details, Warwick Motors, Copeland St., Stoke-on-Trent. Phone 47507. 807-247

1949 E.R.F. tractor, 6LW Gardner, fifth-wheel coupling, very clean.

1945 E.R.F. tractor, 5LW, 25-ft. trailer.

1948 E.R.F. tractor, 21-ft. trailer.

9 NEWTHORPE COMMON, Eastwood, Notts. Phone, Langley Mill 2623; evenings 3000. 807-263

TWO E.R.F. 4-wheelers, 1944 and 1945, 7.7 engines, good runners, £400 for the two. Cardale Garage, 269 Carlton Rd., Nottingham 52034. 807-x6643

1947 E.R.F., 4LW long-wheelbase drop-sided lorry, very clean vehicle, £275.

COPPEL'S MOTORS, 92 Broughton Lane, Salford, 7. Phone, Blackfriars 7764. 807-476

FODEN

1950 August, FODEN 6-ton drop-side truck, 4LK Gardner, David Brown 5-speed box, Michelin X tyres all round, can be seen at work, sound running order, £350. F. English, Ltd., Ford Distributors, Poole Rd., Bournemouth. Phone 5830. 807-89

1948 FODEN 6-wheeler, platform, £385.

1951 FODEN 8-wheeler, reconditioned and ready for the road, good tyres, etc.

RYLAND GARAGE, LTD., Ryland St., Birmingham, 16. Edgbaston 4501-5. Grams "Diesel." 807-128

1946 8-wheeler, double-drive, 6LW, £225. Justice, Langley Mill 3182. Home 3625. 807-152

April 17, 1959—THE COMMERCIAL MOTOR 43

(Supplement)

Used Goods Vehicles (contd.)

1951 FODEN 8-wheeler, FG type, double drive, Gardner 6LW engine, one owner since new, well maintained by very large concern, £1,150; choice of four. Terms and exchanges.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175. 807-183

1945 FODEN 8-wheeler, 6LW booster box, 40 by 8 tyres, really nice condition, £575. 807-288

FORD THAMES AND FORDSON

4 X 4 WOT6, ex-W.D., delivery mileage only, new and rebuilt trucks, also Canadians, Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477.

EX-W.D. 4 x 4 3-ton, high-sided body, detachable hood, 2,000 miles only, tyres as new, £70. Chandos Service Station, Greensward Lane, Hockley, Essex. 807-x6406

1948 FORDSON 750 3-ton boxvan, Brady shutter, one owner, good condition, £115. Jackson's (Basingstoke), Ltd., Wote St. Basingstoke 1690. 807-45

OCTOBER, 1957 Thames Trader, 6D diesel, long-wheelbase, chassis and cab fitted with 1,540-gallon capacity, Butterfield milk tank, lithocote lined, very good condition, any trial, £790. Barton Townley, Ltd., Main Ford Dealer, Lancaster. Phone 4317-8-9. 807-7400

1956 FORD 4-ton 4D diesel 14-cwt. 6-in. platform lorry, H.D. equipment, exceptionally clean.

PRAILS (HEREFORD), LTD., Holmer Rd., Hereford. Phone 4221 (six lines). 807-29

GORDON KING MOTORS, LTD.

FORD AND THAMES DEALERS.

TRADER 4D diesel 4-ton chassis, fitted with 1,250-cu.-ft. low-loading Luton body, new and unregistered, ex works, immediate delivery, £1,145.

TRADER 4D diesel 4-ton low-frame chassis, fitted with 1,250-cu.-ft. body, as above, immediate delivery, £1,170.

TRADER 6D diesel, 7-ton 6-yd. Anthony drop-side tipper, 9,000 by 20, immediate delivery, £1,418.

1953 10-cwt. van, £125.

HIRE-PURCHASE deposit now from 10%.

ALL Thames models in stock for early delivery; any body built to your requirements.

MITCHAM LANE, S.W.16. Streatham 3133-4. 807-454

G.T.C. (COMMERCIALS), LTD.

1956 FORD 4D diesel 4-ton long-wheelbase chassis-cab.

1956 FORD 4D diesel 5-ton long-wheelbase drop-side tipper, 6-cu.-yd. wooden body, new and unregistered, ex works, immediate delivery, £1,145.

1955 FORD ET6 5-ton short-wheelbase tipper, 5-cu.-yd. steel body.

G.T.C. (COMMERCIALS), LTD., 2 Addington Rd., Bow Rd., E.3. (Opposite Bow Rd. Underground Station.) Advance 5242-3. 807-335

1950 FORD P6 diesel 5-yd. dropside tipper, £250.

1952 FORD P6 diesel Sunsex 6-wheeler £195.

1952 FORD P4 diesel 2-ton van, £275.

1952 FORD 4D diesel, long-wheelbase truck, in extremely nice order, very good tyres, £295.

1953 FORD 4D diesel 2-ton van, £325.

EDGWARE 2572.

807-289

1956 FORD 4D tractor, Scammell pick-up, excellent condition throughout.

E. J. BAKER AND CO. (DORKING), LTD. Phone, Dorking 3822. 807-345

1958 FORD Squire, in showroom condition, low mileage, £565. Cavendish Motors, Cavendish Rd., N.W.6. Willesden 0046-8. 807-342

1955 FORD 10-cwt. van, nearly new engine, £190.

1952 FORD 10-cwt. van, very good condition, £135.

COMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907. 807-420

F. RANK G. GATES, LTD.

MAIN FORD DEALERS,

GATES CORNER, E.18.

Wan 6633.

1958 Thames Trader 3-ton diesel truck, ex-demonstrator, £795.

1955 FORD 4D 2-ton van, £395.

1955 FORD 4D 3-ton truck, £400.

1958 Thames 4D 3-ton truck, ex-demonstrator, £700.

UNREGISTERED Thames 15-cwt. van, sliding doors, £475.

1958 Trader 6D 8-cu.-yd. tipper, fixed side, £900.

1958 Thames 15-cwt. van, works painted, choice of two from £425.

1950 FORD 10-cwt., all-steel Luton body, very good condition, £175.

1956 FORD 2-ton 4D Luton, 750 cu. ft., £625. 807-362

1957 October, Thames Trader 2-ton drop-side truck, petrol, 8,000 miles only, as new, £605. Jackson's (Basingstoke), Ltd., Wote St. Basingstoke 1690.

1956 FORD Thames 2-ton van, 4D engine, excellent condition, one owner, immediate delivery. Hunter Vehicles, Ltd., 290 Southbury Rd., Enfield. Howard 4184. 807-66

1958 May, Thames Trader, diesel, articulated unit with Brockhouse universal coupling, fitted heater, flashers, etc., excellent condition, 17,000 miles, £950. F. English, Ltd., Ford Distributors, Poole Rd., Bournemouth. Phone 5830. 807-89

439

Used Goods Vehicles (contd.)

1948 FORD 5-tonner, long-wheelbase, reconditioned engine, good condition, £80. Cun 4116.
807-37

1953 FORDSON P6 drop-side, truck, one careful owner, low mileage, £275. Cun 4116.
807-133

EPPS BROS. Green Street Farm, Farnborough, Kent. Farnborough 55551.
807-133

1958 Thames Trader 6D diesel long-wheelbase chassis and cab, as new appearance, excellent order, £850.
807-188

1954 Thames 4D diesel long-wheelbase truck, excellent order, £350.
807-188

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175.
807-188

Ford Thames and Fordson Wanted

WANTED, FORDS, 4D vans and Perkins, all capacities. Chandler Motors, Ltd., 71 Greenwich South St., London, S.E.10. Gre 2033-4.
807-307

WANTED, FORD 4D, low mileage, 1954 and onwards. Church Road Motors, Ltd., Hadleigh, Essex. Phone, Hadleigh 57271.
807-498

GUY

1949 GUY coachbuilt Luton van, approximately 1,600 cu. ft., Meadows oil engine, roller shutter and tailboard, over 600 sq. ft. body, recently, good condition, guaranteed ready for work, space required, £595. K3 Wigan Rd., Hindley. Phone, Wigan 55131.
809-7373

1957 GUY Warrior with Meadows engine, fitted with 21-ft. body, unladen weight 4 tons 9 cwt., in good condition.
807-361

1956 GUY Warrior with Meadows engine, fitted with 21-ft. body, unladen weight 4 tons 4 cwt., in good condition.
807-361

1956 GUY Otter with Gardner 4LK engine, fitted with 18-ft. body, in good condition.
807-361

1954 GUY Otter with Gardner 4LK engine, fitted with 17-ft. body in good condition. Malcolm and Allan, 499 Eglinton St., Glasgow. South 3543.
807-520

JOWETT

1953 BRADFORD van, £85.
807-421

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907.
807-421

KARRIER

4 X 4 unregistered low-mileage ex-W.D. trucks c/w winches if required. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477.
222-649

BANTAM low-loader lorries, 11-ft. platform, ex-Fire Service, photographs, from £250; exchanges. Lawton-Goodman, 135 Cricklewood Broadway, N.W.2. Gladsstone 2226.
807-92

LAND ROVER

1951 LAND-ROVER, low mileage engine, £275.
807-188

1954 LAND-ROVER, in good condition, £365.
807-188

1956 LAND-ROVER, long wheelbase, very good condition, £450.
807-188

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907.
807-423

LEYLAND

LEYLAND Comet 90, flat, platform, long-wheelbase truck, first registered January, 1952, unladen weight 4 tons 4 cwt. 2 q. 0 lb., in first-class condition throughout. 1957. Alma Garages (Bristol), Ltd., 74 Feeder Rd., Bristol. Phone, Bristol 7667.
807-63

LEYLAND Comet 75 artic., fifth wheel, choice two, 1950, to be withdrawn from service due standardization, maintenance record available, mechanical, body and tyre condition good, £310 each; available with 25-ft. 10-12-ton trailers, 1956, in first-class condition; complete outfit £635. Harris Road Services, Ltd. Northwich 3441.
807-63

COMET, 1958, August, low mileage, 20-ft. drop-side, as new.
807-188

1948 GARAGE LTD., Ryland St., Birmingham, 16. Edgbaston 4501-5. Grams, "Diesel".
807-129

LEYLAND Octopus QOTR, long wheelbase, reconditioned.
807-188

LEYLAND 8-wheel tipper, reconditioned chassis, new Pilot gear and steel body.
807-188

JEFFREYS COMMERCIAL MOTORS, Neath Rd., Swansea. Phone 7288 or 71859.
807-188

1954 LEYLAND 8-wheeler, 600 engine D.D., 24-ft. drop-side body, very clean and in excellent order, one owner, C licence since new, £1,500.
807-188

Also several other 1950-52 LEYLAND 4-, 6- and 8-wheelers in stock at very reasonable prices.
807-188

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175.
807-173

1953, October, LEYLAND Comet 90 long-wheelbase drop-side, one C licence owner, in very nice condition, any trial, £650, 8 Bostock Rd., Maclesfield. Phone 5082.
807-364

FOR sale, 1953 LEYLAND Comet, completely overhauled, new engine, new gearbox, new springs, tyres good, flat body, price £1,250. Harrison, Barnby, Lincs.
809-6622

COMET Type ECOS/4R, 1955, unladen weight 3 tons 19 cwt. 98 lb., ready-float body by Penman, all in super condition and ready for work, £1,000.
807-364

MILLBURN MOTORS, LTD. Millburn St. Glasgow. Phone Bell 0073.
807-521

MACK

TWO 6 x 6 MACK, diesel, spare diesel engine, numerous spares, including front and back axles, wheels and tyres, £1,000 the lot. Kerbey Motors, New Southend Arterial Rd., Hornchurch. Hornchurch 42776.
807-331

MAUDSLAY

THREE unregistered MAUDSLAY 8-ton diesel trucks fitted Gardner 4LW engines, excellent condition, £375 each. L. W. Vase, Ltd., Amphil, Bedford. Amphil 3255.
822-870

MORRIS AND MORRIS-COMMERCIAL

4 X 4 unregistered ex-W.D. M.O.S. rebuilds, also compressor trucks, winches optional. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477.
222-846

MORRIS-COMMERCIAL 7-ton forward-control long-wheelbase chassis and cab (diesel), flat price, no purchase tax. The Bucks Motor Co., Ltd., Aylesbury, Bucks.
807-999

Used Goods Vehicles (contd.)

1954 MORRIS-COMMERCIAL diesel 5-ton long-wheelbase, engine recently overhauled, fitted overdrive, £375.
807-198

COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470, 1047.
807-198

1950 MORRIS 5-ton diesel 16-ft. 6-in. drop-side to clear at £195 each. Choice of three.
807-130

1955 MORRIS 5-ton short-wheelbase diesel tipper, excellent order.
807-130

RYLAND GARAGE LTD., Ryland St., Birmingham, 16. Edgbaston 4501-5. Grams, "Diesel".
807-130

PALMERSTON OF KINGSTON.

MORRIS AND MORRIS-COMMERCIAL RETAIL DEALERS.
809-7399

RELIABLE used vehicles in stock.
807-312

PALMERSTON COMMERCIAL MOTORS, LTD., 75-7 Penrhyn Rd., Kingston 5618.
807-312

1952 MORRIS J-type van with windows, £165.
807-361

1957 MORRIS 15-cwt. van, low mileage, good condition, £375.
807-422

COOMBS COMMERCIAL (GUILDFORD), LTD., Portsmouth Rd., Guildford, Surrey. Phone, Guildford 62907.
807-422

1954 MORRIS 1-ton drop-side truck, LD1, with 4 hoops and seats, one owner, in excellent condition throughout, for quick sale £225; H.P. terms arranged. Ever 947.
807-361

MORRIS Minor 1000 pick-up truck, works mileage. L. H. Spring and Co., Ltd., Friern Barnet Garage, Colney Hatch Lane, N.11. Ent 7667-8 and 8575.
807-359

SCAMMELL

SCAMMELL 6-wheeler, 12 tons capacity, Gardner 6LW oil engine. For further details phone, Gladstone 9871.
809-7399

1940-41 SCAMMELL 8-wheelers, cab-chassis, £350 to £375. Autorex (Liverpool), Ltd., Holmes Lane, Liverpool, 21. Waterloo 2321.
807-211

SCAMMELL, 1947-48, Gardner 6LW, 24-ft. platform, rigid 8-wheeler, on good 40-in. 2 8-in. tyres, used from new by a well-known brewery, well maintained and in sound order throughout, trial, part-exchange, hire-purchase, £745. W.E.M. Motors (Wimbledon), 506-508 Kingston Rd., London, S.W.20. Phone, Cherrywood 4568, 1480.
807-240

1950 SCAMMELL rigid 8-wheeler, 40 by 8 tyres, in very good running order, £650.
807-240

1949 SCAMMELL tractor unit, brand new cab, in good running order, £850.
807-240

SCAMMELL tandem-axled trailers, 10 and 16 tonners, from £150. Also a number of other Scammells in stock.
807-187

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 175.
807-187

TWO 1946 25-ton SCAMMELL tractors, 6LW Gardner, fully floating axle, on 40 by 8 twin tyres, £650 each. Hornchurch 42776.
807-330

SCAMMELL 40-ton 6-wheel tractor unit with winch, choice of two, £600 each. Cardale Garage, 269 Carlton Rd., Nottingham 52034.
807-26643

1947 SCAMMELL, rigid, eight good tyres, 6LW Gardner, cheap; choice of two.
807-278

F. A. DOLMAN, LTD., 186 Carlton Avenue, Southend-on-Sea. Phone 43262.
807-278

SEDDON

1955 SEDDON short-wheelbase tipper, 6-cu.-yd. wood body.
807-28

PRALLS (HEREFORD), LTD., Holmer Rd., Hereford. Phone 42216 (six lines).
807-28

1955 SEDDON Mk. 5L, 16, Hunsalloy boxvan and cab, excellent condition, tyres good, one owner, sale and rear loading, immediate delivery. Hunter Vehicles, Ltd., 290 Southbury Rd., Enfield. Howard 4184.
807-64

1951 SEDDON Mk. 4 chassis and cab only, in good running order, suitable for 20-ft. platform, £400. Cottee and Edwards, Ltd., Nottingham. Phone 52213.
807-58

HILLS, 1957, August, SEDDON Mark 15 long-wheelbase platform lorry unladen weight 3.18.84 for gross 11 tons, one owner, £1,380.
807-272

Also new SEDDONS from stock.
807-272

HILLS operate a round-the-clock 24-hour service for SEDDON. Parts dispatched at any hour by post or passenger train.
807-272

HILLS GARAGES (MANCHESTER), LTD., Port St. Manchester. Phone, Central 4311. Grams, Hillcarrs, Manchester.
807-73

1949 SEDDON 10-ton articulated Tasker 22-ft. drop-side trailer, no reasonable offer refused.
807-73

1953, December, SEDDON 7-ton diesel drop-side to clear at £395.
807-73

1954 SEDDON 7-ton diesel drop-side, repainted, good tyres, £495.
807-131

RYLAND GARAGE LTD., Ryland St., Birmingham, 16. Edgbaston 4501-5. Grams, "Diesel".
807-131

1953 SEDDON 7-ton boxvan, ex-C licence operator, ready for immediate use, £550.
807-131

OAKTHORPE MOTOR CO., North Circular Rd., Palmers Green, N.13. Palmers Green 0446 and 1023.
807-272

1951 SEDDON P6 diesel, drop-side, good condition throughout. Carmo, Leighton Rd., London. N.W.5. Gul 555.
807-441

1951 SEDDON long-wheelbase Perkins diesel, C licence owner, £200. 373 East Bank Rd., Sheffield. Phone 29139; night 37529.
807-446

SENTINEL

1955 SENTINEL light 6-wheeler 22-ft. drop-side platform, first-class condition throughout, well maintained, one owner. View by appointment, still operating, £1,050.
807-138

F. WARDELL (HAULAGE), LTD., Lymm (Cheshire).
807-138

THORNycroft

4 X 4 unregistered ex-W.D. trucks, very good selection. Cundey and Stewart, Ltd., Alfreton, Derbyshire. Phone, Leabrooks 477.
222-651

THORNycroft Sturdy Star, diesel, 1952, 16-ft. platform lorry, very good condition, £210. Cardale Garage, 269 Carlton Rd., Nottingham 52034.
807-38643

Used Goods Vehicles (contd.)

HILLS, 1952, THORNycroft Trident chassis-cab with separate box van body, length 13 ft. 10 in., width 6 ft. 3 in., height 7 ft. 31 in., unladen weight 4.4.58, one owner; offer.
807-74

HILLS GARAGES, Port St., Manchester. Central 4311.
807-74

1947 THORNycroft Nippy long-wheelbase truck, excellent condition, one owner only, low mileage, new tyres throughout, a really exceptional vehicle, £165. Friday's Yeoman Garage, Ltd., Ashford Rd., Maidstone. Phone 87248.
807-134

TROJAN

TWO TROJAN diesel vans, ex-show models, available at greatly reduced price, £750 each. Trojan, Ltd., Croydon, Surrey. Croydon 0066.
807-34

Trojan Wanted

WANTED, TROJAN low-mileage models, 1955 onwards. Church Road Motors, Ltd., Hadleigh, Essex. Phone, Hadleigh 57271.
807-499

VULCAN

1950 VULCAN medium-wheelbase tipper, reconditioned engine, 27,000 miles, wooden body, £300. Cottee and Edwards, Ltd., Nottingham.
807-60

UNCLASSIFIED

THE MILLBURN ORGANIZATION, GLASGOW, BELL 0073.
807-521

PRESTON, LONGTON 3255.
CARLISLE 25422.

AUTHORIZED DEALERS, ALBION, FORD COMMERCIALS. EARLY DELIVERIES.

NEW ALBION MODELS.

CALEDONIAN 8-wheeler.
807-240

REIVER 6-wheeler.
807-240

CLYDESDALE, Chieftain and Claymore 4-wheelers.
807-240

NEW Thames Traders, petrol and diesel powered, 4- and 6-cylinder engines, 5 cwt. to 7 tons.
807-240

ALBION Clydesdale, 24-ft. platform body, very fine order throughout, only needs seeing.
807-240

1952, September, 10-cwt. VANGUARD van, new differential, newly painted, all good tyres.
807-240

1949 MAUDSLAY Meritor 8-wheeler chassis and cab, 9.6 A.E.C. unit, good order.
807-240

1948 SEDDON P6 platform lorry, good order.
807-240

1948 ALBION FT3 (petrol) long-wheelbase platform lorries, bodies very clean and fresh, ex-brewery, choice of several. Excellent vehicles for coal merchants.
807-240

1939 LEYLAND Beaver lorries, trailer models; also a number of 16-ft. 6-in. containers.
807-240

FORK-LIFT TRUCKS.

FORK-LIFT trucks: 3,000- to 6,000-lb. capacity, 9-ft. and 12-ft. lift; also Morris Versatile 5-ton Mobile crane, electrically operated with Perkins D4 diesel unit mounted on 4-wheel chassis, all in new condition.
807-240

N.B.—Next Motor Auction, May 7, 1959.

MILLBURN MOTORS (PRESTON), LTD., WALMER BRIDGE, LONGTON, PRESTON. Phone, Longton, Lancs, 3255-6.
807-54

WILDE AND BENNETT, LTD., SLASHING BUDGET REDUCTIONS.

BRAND-NEW Commer TS3, Albion Chieftain, Bedford and similar 7-10-ton long-wheelbase lorries, with special A licences East Midlands, North West, Metropolitan, South Eastern and Yorkshire areas.
807-240

BRAND-NEW Commer, Bedford and similar artic. lorries, with special A licences, Northern areas; price on application.
807-240

1950 DODGE diesel 6-7-ton long-wheelbase lorry, clean condition, with special A licence, 3 tons, Yorkshire area, £1,350.
807-240

1955 LEYLAND Comet, forward control 8-10-ton long-wheelbase lorry, 20-ft. platform, immaculate condition, appearance as brand new, only £1,150.
807-240

1950 MORRIS diesel 6-ton long-wheelbase lorry, with special A licence 3 tons 4 cwt., Yorkshire area, £1,295.
807-240

1958 BEDFORD diesel 7-ton long-wheelbase lorry, with special A licence, Metropolitan and South Eastern areas, very clean and good, £2,150.
807-240

1958, July, COMMER TS3 7-ton long-wheelbase drop-side lorry, 900 by 20 tyres air brakes, 18 ft. long, mileage 30,000, immaculate condition, new price total £1,750; our price £1,375.
807-240

1952 Model BEDFORD 7-ton long-wheelbase lorry, with special A licence North West area, only £1,375.
807-240

1956 COMMER TS3 7-ton long-wheelbase lorry, with A licence 3 tons 15 cwt., Maidenhead, £1,550.
807-240

1958 Model B.M.C. AUSTIN 5-ton long-wheelbase tipper, only £675, or available with special A licence Yorkshire and North West areas.
807-240

1955 SEDDON 6-7-ton long-wheelbase lorry, very clean and good condition throughout, have to be seen, with special A licence 3 tons, Yorkshire and North West areas, £1,650.
807-240

1956 COMMER TS3 7-ton long-wheelbase lorry, with special A licence Yorkshire area, £1,750.
807-240

1954 SEDDON 6-7-ton long-wheelbase tipper, £225.
807-240

ALBION Luton van, 1,200 cu. ft., Perkins P6, very clean condition, only £125.
807-240

TERMS AND EXCHANGES.

WILDE AND BENNETT, LTD., HADFIELD, MANCHESTER. Phone, Glossop 2902-3.
807-223

AFTER HOURS, 2356.

Used Goods Vehicles (contd.)

HARRY DANDO,
VAUXHALL AND BEDFORD MAIN DEALERS.
WEST END GARAGE.
CHIPPING SODBURY, BRISTOL.
Chipping Sodbury 2777 (four lines).

WORK TRAILERS. We stock the full range of the new British-built York trailers, including Scammell-coupling models, maximum loading 16 tons, double-axle semi-trailers, 25 ft. long. Much the best trailers built today. **TRADE** for Wiltshire, Gloucestershire, Somerset, Devon and Cornwall.

NEW VEHICLES.

A.E.C. Mustangs, chassis and cab, takes 21-ft. body, £2,978.
A.E.C. Mercury, long wheelbase, takes 21-ft. body, £2,528.
A.E.C. Mercury Mark II tractor unit fitted with York 16-ton, 16-ft. in. well, low-loading trailer, knock-out axle, £3,854.
A.E.C. Mercury Mark I tractor unit complete with S.A.E. coupling, complete outfit, £2,833 6s.
A.E.C. Leyland Octopus long-wheelbase 8-wheeler chassis and cab only, £3,338.
A.E.C. Leyland Comet chassis and cab fitted with Pilot tipping gear and body, two available, £2,216 15s. 3d. each.

SPECIAL A-LICENCE VEHICLE.

BEDFORD 1957 Boys trailing-axle 6-wheeler, R6 engine, platform body, good condition throughout, 4 tons 10 cwt. West Midlands licence expires October 31, 1959.

LONG WHEELBASE.

MAUDSLAY 1948 twin steer, platform body, in very good condition throughout, £650.
BEDFORD 1957, R6 Boys rigid 6-wheeler, exceptionally good condition throughout, £1,500.
ALBION 1950, 6-cylinder drive 8-wheeler, 24-ft. platform body, Albion engine, the complete machine is in exceptionally good condition throughout, £900.
LEYLAND Comet, long wheelbase, 1951, normal control, good condition throughout, 18-ft. platform body, £700.
B.M.C. 7-ton long wheelbase, fitted with fibre glass cab, in exceptionally good condition throughout, under 3 ton underweight, £1,000.
A.E.C. Mammoth Major 1947 8-wheeler, 7.7 engine, 2-stick model, aluminum platform body, very good condition, well maintained vehicle in good, clean, ready-to-work condition, £900.
BEDFORD 1954 long-wheelbase, R6, good condition throughout, choice of two, £700.
GUY Otter, 1953, P6, 2-speed rear axle, platform body, clean machine and good mechanical condition, £550.
BEDFORD 1954 A-type P6 long-wheelbase double-drop-side, one owner, good condition, tyres fair, ready for work, £550.
BEDFORD 1954 long-wheelbase truck, fitted with Meadows 4-cylinder diesel engine, good condition throughout, £475.
SEDDON 1953 P6 long-wheelbase platform, fair condition throughout, £450.
BEDFORD 1956 D long-wheelbase double-drop-side, £450.
BEDFORD 1953 A-type 5-ton petrol, standard long wheelbase platform, one very careful owner since new, £400.
SEDDON 1948 long-wheelbase, Gardner 4LK engine, very good condition throughout, £400.
GUY Otter, 1953, P6, 2-speed rear axle, platform body, clean machine and good mechanical condition, £400.
LEYLAND Comet, 1948, long-wheelbase platform, £350.
BEDFORD 1951 7-ton long-wheelbase platform, petrol engine, £325.
MAUDSLAY 1948, A.E.C. 7.7 engine, twin-steer platform body, fair condition, £250.
SEDDON 1947 P6 long-wheelbase double-drop-side, £280.
THORNycroft 1949 long-wheelbase, diesel engine, poor condition, £100.
VULCAN 1949 long-wheelbase platform, Perkins P6 diesel engine, £100.
COMMER 1951 long-wheelbase platform, Commer petrol engine, £50.
BEDFORD 1953 A-type Luton van, exceptionally good condition, petrol engine, just fitted with new body, approximately 900 cu. ft., in primer, £1,000.

TRAILERS AND ARTICULATED.

E.R.F. 1946 Gardner 5LW, complete with new 20-ft. in. well 15-20 ton Dyson low-loading trailer, S.A.E. coupling, in exceptionally good condition throughout, tractor unit is ex well-known C licence user, £2,250.
MAUDSLAY tractor unit, fitted with latest type A.E.C. cab and radiator grille, A.E.C. fully reconditioned 7.7 engine, completely rewired, new batteries, in exceptionally good condition throughout, fitted with new York 16-ft. in. well 15-20 ton low-loading trailer, £2,400.
DYSON new 15-20 ton low-loading semi-trailer, 20 ft. in. well, vacuum brakes, £1,575.
WORK new 10-ton 25-ft. platform trailer, S.A.E. coupling, 9.00 by 20 tyres, £728.
ALBION 1951 4-cylinder diesel, 25-ft. Carrimore close-coupled semi-trailer, £675.
TASKER platform double-axle semi-trailer, air brakes, modern trailer in exceptionally good condition, Tasker coupling, £600.
CARRIMORE 12-ton 25-ft. platform trailer exceptionally good condition, air brakes, S.A.E. coupling, £450.
ADERSLEY 10-ton full-trailer low loader, 12 ft. in. well, vacuum brakes, complete with drawbar knock-out axle, £350.
B.T.C. 20-ft. boxvan semi-trailer, B.T.C. coupling, £415.
BEDFORD-SCAMMELL 1948 tractor unit, choice of two, £100 each.
BEDFORD 1947 Scammell tractor unit, £50.

TIPPERS.

MAUDSLAY 1949 8-ton tipper, A.E.C. 7.7 engine, good condition throughout, £600.
BEDFORD 1957 7-ton short-wheelbase tipper, R6 diesel engine, new tyres, £650.
ALBION 1949 8-ton steel body petrol tipper, clean condition, £425.
COMMER 1952 P6 standard wood body tipper, £400.
BEDFORD 1953 petrol 5-ton steel body, excellent condition throughout, £250.
DODGE 1955 P6 long-wheelbase wood body tipper, 2-speed axle, £750.
MAUDSLAY 1948 Pilot tipping gear and wood body, 4LW Gardner engine, £400.

(Continued in next column)

Used Goods Vehicles (contd.)

VANS.
BEDFORD 1956 10-12-cwt. Utility van, Bedford petrol engine £350.
MORRIS 1954 15-cwt. J-type petrol van, £175.

HARRY DANDO,
VAUXHALL AND BEDFORD MAIN DEALERS.
WEST END GARAGE,
CHIPPING SODBURY, BRISTOL.
Chipping Sodbury 2777 (four lines). 807-55

MARSHALLS (CAMBRIDGE), LTD.,

OFFER THE FOLLOWING USED COMMERCIAL VEHICLES.

A.T. Airport Garage, Newmarket Rd., Cambridge. Phone, Cambridge 56291.
1950 THORNycroft 6-ton diesel drop-side truck, body sound, tyres good, ready for hard work, £300.
1948 9-AUSTIN 3-way 25-cwt. vans, choice of three, £100.
1946 BEDFORD 2-3-ton truck, good condition, £100.
EX-W.D. STANDARD 12 pick-up, choice of two, £50.
A.T. 63 Bridge St., Peterborough. Phone, Peterborough 4641.
1958 AUSTIN A35 van, colour grey, one owner, fitted with seat and heater, tyres excellent, ready for use.
1955 FORD 3-ton long-wheelbase 4D truck, colour grey, fitted with heater, tyres good.
1949 COMMER 5-ton drop-side truck, colour yellow, tyres fair, body sound, ready for immediate service.
A.T. 120 Goldington Rd., Bedford. Phone, Bedford 68386.
1953 AUSTIN 5-ton articulated, P6 engine, 22-ft. Hands trailer, good condition, £465.
1947 BEDFORD 2-ton pantechonick, 900 cu. ft. body, tyres and general condition very good, £125.

FORD AND SLATER, L.D.,

LEYLAND. ALBION.

ALL VEHICLES LESS THAN FIVE YEARS OLD ARE COVERED BY OUR USED GOODS VEHICLES WARRANTY.

1958 LEYLAND COMET forward-control short-wheelbase chassis and cab.
1954 FODEN 2-stroke, fitted 18-ft. timber flat.
1953 DODGE P6 6-ton, fitted 15-ft. timber double-drop-side body.
1956 BEDFORD R6 7-ton, 16-ft. timber double-drop-side body.
1954 BEDFORD R6 7-ton 16-ft. timber double-drop-side body, choice of two.
1952 BEDFORD 5-ton petrol, 14-ft. timber flat.
1955 December, BEDFORD 5-ton P6 bulk tipper.
1958 AUSTIN 5-ton normal-control 14-ft. 3-in. timber flat, 8.25 by 20 tyres.
1955 FORD 4D 14-ft. 6-in. timber tipper.
1956 B.M.C. 7-ton chassis and cab with Boys trailing axle.
1952 VULCAN P6 articulated.

FORD AND SLATER, L.D.,

LEYLAND. ALBION.

GWENDOLEN ROAD, LEICESTER.
Phone 36117-9. 807-23

CARMICHAELS FOR COMMERCIALS.

WORCESTER 6383 (five lines)
1956 B.M.C. 3-ton forward-control diesel drop-side with market garden rails.
1956 FORD Sussex 6-wheeler diesel high-side tipper.
1954 ATKINSON, Gardner engine, 24-ft. body, 8-wheeler in magnificent condition.
1953 FORD Thames 5-ton drop-side petrol truck.
1947 MAUDSLAY 7.7 A.E.C. diesel forward-control long-wheelbase drop-side truck, £350.

TERMS ARRANGED ON ABOVE VEHICLES.
CALL AND INSPECT.

CARMICHAEL AND SONS (WORCESTER), L.D.,

THE BUTTS, WORCESTER. 807-76

CAR MART, L.D.

SIX MONTHS' GUARANTEE WHERE STATED.

1958 BEDFORD 25-cwt. diesel (Hawson body) van, 1,000 miles, guaranteed, £785.
1949 THORNycroft Sturdy diesel long-wheelbase drop-side truck, £195.
1955 FORD 30-cwt. (4D) diesel van, £395.
1956 BEDFORD 10-12-cwt. van, guaranteed, £325.
1954 TROJAN 15-cwt. pick-up diesel truck, P3 engine, £375.
1957 COMMER 8-cwt. van, £395.
1951 AUSTIN 25-cwt. 3-way van, £145.
1953 AUSTIN A40 van, £265.

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TOP prices paid for your vehicle in part-exchange. **ALL** vehicles no purchase tax, lowest post-Budget prices.

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NEW COMMER Unipower 12-ton 6-wheeler long-wheelbase chassis-cab, 3-speed, air brakes, 900 by 20, immediate delivery, £2,270.
NEW FORD Trader 6D, 108-in. wheelbase, Eaton 12-speed, chassis-cab, immediate delivery, £1,363.
NEW E.R.F. 44G 4LW 9-ton, 18-ft. platform. Early delivery.
1956 FORD 4D 16-ft. drop-side, £485.
1955 DENNIS Stork underfloor-engined 14-ft. drop-side, £285.
1954 FODEN twin-steering 6-wheeler, 24-ft. Homalloy flat, taxed, perfect condition, £1,850.
1950 DODGE 105 17-ft. platform, £285.
1950 VULCAN 17-ft. platform, £285.
1949 JENSEN all-alloy 23-ft. platform, £325.
1948 MAUDSLAY 20-ft. platform, £275.
1945 Ditto, £100.
1940 E.R.F. twin-steer, 4LW, £325.
1940 FODEN 16-ft. drop-side, £175.

PLATFORM Lorries, petrol.

1956 (Registered) COMMER QX 7-ton 18-ft. platform, £300.
1950 (Registered) COMMER QX 7-ton 16-ft. platform, £100.
1954 COMMER Q4 6-ton 16-ft. drop-side, £250.
1954 (Registered) COMMER Q2 2-ton, o.h.v. engine, 12-ft. drop-side, £100.
1949 BEDFORD 5-ton long-wheelbase, £125.

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1956 B.M.C. 6-yd., normal control, £650.
1954 (Registered) COMMER QX 5-ton short-wheelbase, £245.
1949 BEDFORD long-wheelbase, 8-yd. alloy hollow plank body, £295.
1948 DODGE 5-yd., £50.

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1956 FORD 4D 5-yd., £445.
1955 FORD ET7 long-wheelbase Telehook tipper, well above average, taxed, £475.
1950 DENNIS Pax long-wheelbase 7-yd. drop-side, twin Telehook, £325.
1954 MAUDSLAY Mogul Mark II 4LW 12-yd. Edbro coal tipper, £275.

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1954 FORD Cost Cutter 2-ton van, £225.
1956 FORD 10-cwt. van £275.
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1952 MORRIS Oxford 10-cwt. pick-up, £175.
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NEW GUY Warrior 15-ft. 9-in. wheelbase, chassis and cab.
1957 COMMER T51, air brakes, alloy platform, 60,000 miles, one owner, £1,300.
1956 DODGE 106P6 drop-side truck, £600.
1955 DODGE 106P6 drop-side truck, very clean, £700.
1953 LEYLAND Comet ECO2-4R platform truck, clean, £850.
1951 BEDFORD S, petrol, long-wheelbase truck, £325.
1950 51 ALBION Chieftains, platform bodies, clean and very sound; choice of three from £475.

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A.E.C. power-operated winch, 13.50 by 20 tyres, in excellent condition, choice of two.
1958 LEYLAND Beaver, 19-ft. 6-in. drop-side body, 10.00 by 40 tyres, full air pressure brakes, in very good condition.
Diamond T wreck recovery vehicle, 6 x 6 power-driven crane and winch, equal to new, ex-M.O.S.
1951 E.R.F. 4-wheeler, 5-cylinder engine, 18-ft. drop-side body, air pressure brakes, 9.00 by 20 tyres, in good condition.
1952 FORD 5T short-wheelbase, Anthony hoist, steel-bodied tipper, on 7.50 by 20 heavy-duty tyres, P6 engine, in very good condition.
1948 ATKINSON 8-wheeler, double-drive axle, 24-ft. drop-side body, 40 by 8 tyres, in very good condition.
1956 A.E.C. Mercury, 21-ft. alloy platform body, 9.00 by 20 tyres, in first-class condition.
1957 BEDFORD 7-tonner, 17-ft. platform body, 9.00 by 20 tyres, R6 engine, in very good condition.
1957 BEDFORD 7-ton end-hydraulic tipper, 15-ft. tipping body, 2-ft. 6-in. fixed sides, R6 engine, in very good condition.
1957 COMMERCIAL TS3, fitted Boys extension, 9.00 by 20 tyres, 21-ft. panel drop-side body, in excellent condition.
1950 GUY Vixen 29-seater de luxe coach, 50,000 miles, from new, in first-class condition.
1953 ATKINSON 8-wheeler, 24-ft. drop-side body, 40 by 8 tyres, 6.5W Gardner engine, double drive axles, in first-class condition.

BEECH'S GARAGE (HANLEY), L TD.,
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1956 July, AUSTIN B.M.C. diesel engine, 5-ton long-wheelbase tipper, twin front end gear, double drop-side body, in excellent condition.
1955 June, DODGE 7-ton long-wheelbase platform lorry, diesel engine, 18-ft. 6-in. body, in excellent condition.
1955 July, DODGE tipper, long-wheelbase drop-side body, twin front end tipping gear, low mileage and in exceptional condition.
1954 March, GUY Otter long-wheelbase platform truck, Gardner 4LK engine, alloy body, an extensive mechanical overhaul has been carried out on this vehicle in our works, and now mechanically perfect.
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1953 April, AUSTIN Loadstar, long-wheelbase petrol tipper, single ram front end gear, immaculate condition.
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1951 August, DODGE long-wheelbase tipper, drop-side body, diesel engine, twin ram front end gear, in exceptional condition.
1950 February, MAUDSLAY Mustang twin axle, diesel engine, 21-ft. platform truck, new cab just fitted, in excellent condition.
1950 January, COMMERCIAL 5-ton drop-side tipper, twin ram underfloor gear, QX petrol engine, in fair condition.
1950 GUY Otter, petrol, platform truck, new tyres all round, in immaculate condition.

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1948 BEDFORD P6 drop-side truck, sound condition, good tyres, ex fruit merchant.
1956 FORD Thames ET6 4D drop-side truck, fitted all H.D. equipment, good tyres, low mileage, choice of two.
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NEW COMMERCIAL 12-ton articulated unit, 25-ft. 12-ton 4 semi-trailer with special A licence.
NEW COMMERCIAL Unipower 6-wheeler chassis-cab, air brakes, 9.00 by 20 tyres, 21-ft. 6-in. platform.
NEW COMMERCIAL 7-ton 13-ft. 6-in. wheelbase chassis-cab, air brakes, 9.00 by 20 tyres, 5-speed gearbox.
1957 DODGE R6 Mk II, 19-ft. body with 3-ft. drop-side.
1957 BEDFORD diesel 5-ton short-wheelbase tipper, splendid condition.
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1950 ALBION Clydesdale 6-wheel diesel platform truck.
1956 THORNycroft Trident, 5LW Gardner, 20-ft. platform with special A licence.
1939 FODEN twin-steer, 5LW Gardner, 20-ft. platform.

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1951 BEDFORD 5-ton drop-side, £175.
1956 AUSTIN A40 van, very good condition, £315.
1953 BEDFORD 5-ton tipper, petrol, £300.

MANCHESTER, 15.
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BLA 6677

1952 February, AUSTIN 15-cwt. van, coachbuilt body, painted red, good tyres, good condition, £145.
1955 March, DODGE 5-ton platform lorry, P6 diesel engine, good tyres, good condition, painted green, £425.
1951 September, Karrier Bantam 2-ton low-loader, refuse-collection body, Pilot tipping gear, good tyres, good condition, ideal for works tipper or green-grocer delivery, £95.
1951 December, AUSTIN 25-cwt. 3-way loader van, painted 2-tone blue, good tyres, good condition, new engine fitted August, 1958, £150.
1957 August, COMMERCIAL 12-cwt. van, diesel engine, painted blue, 23,000 miles only, excellent condition, good tyres, £700.
1957 Leyland Comet engine, 60,000 miles, painted blue, good tyres, excellent condition, £999.

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1955 FORD Thames P6 drop-side truck, diesel, brown, £425.
1955 FORD 4D platform truck, diesel, blue, £375.
1954 COMMERCIAL 7-ton, petrol, S/C, long-wheelbase, alloy platform, £420.
Late 1958 COMMERCIAL 5-ton platform truck, diesel, low mileage, £1,075.
1957 COMMERCIAL 7-ton platform truck, diesel, green, £1,150.

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1957 COMMERCIAL Cob light van, grey, one owner, very good condition, £409.
1945 FORD Bantam 4-ton van, brown, one owner, £65.
1950 November, Bradford van, green, mechanically sound, good tyres, £159.
1957 COMMERCIAL Cob van, green, one owner, good condition, heater, £399.
1947 DODGE Luton van, 2-tone-grey, good body and good running order, £125.
1955 MORRIS-COMMERCIAL van, fawn, one owner, exceptional condition, unwritten, £350.
1953 MORRIS van, maroon-silver, very good condition, £365.
1948 BEDFORD van, brown, mechanically sound, £85.

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1953 MORRIS Cowley van, resprayed green, £235.
1945 BEDFORD 2-3-ton cattle truck, £125. 807-140

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1957 GUY Warrior, 20-ft. alloy-framed body, 2-speed axle, immaculate.
1956 LEYLAND Comet, timber body, long wheelbase, choice two.
1956 LEYLAND Octopus 600, 24-ft. 6-in. body.
1955 BEDFORD articulated display van, fitted generator, ventilation system, sink unit, refrigerator.
1954 A.E.C. Mammoth Major 8-wheeler, good condition.
1954 FODEN, 4-wheel 16-ft. 6-in. timber body, 4LW Gardner engine, fine mechanically.
1953 SEDDON, 16-ft. timber body, P6 engine, sound condition.
1952 LEYLAND Hippo, 22-ft. timber body, good condition.
1952 ALBION 8-wheeler, 24-ft. 6-in. timber body.
1952 ALBION, heavy-duty 20-ft. timber body, good condition.
1952 LEYLAND Comet 90, 2-speed axle. Choice two.
1950 MAUDSLAY Meritor, 24-ft. 6-in. timber body, very good condition.
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LARGE selection pre-1949 4-wheelers, twin steers. 807-482

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1956 FORD Thames 10-cwt. van, in good condition, £195.
1956 FORD Thames 7-cwt. van, all extras, resprayed, good condition, £315.
1956 AUSTIN 10-cwt., painted black, good condition, £285.
1952 STANDARD 12-cwt., painted blue, good condition, £185.
1951 BEDFORD 10-12-cwt. fawn, good condition, £145.
1955 BEDFORD 10-12-cwt. painted two-tone, very good condition, £265.

TRUCKS.
1958 (Late) FORD Thames 15-cwt. truck, low mileage, fitted with hoops and canvas, exceptional condition, £550.
1956 FORD Thames 3-ton long-wheelbase, drop-side, 4-cylinder diesel, good condition, £450.
1957 FORD Thames 10-cwt. truck, reconditioned engine, good condition, £250.
1954 FORD Thames 3-ton long-wheelbase drop-side truck, reconditioned engine, 4-cylinder diesel, £350.

TIPPERS.
1952 December, FORD Thames short-wheelbase 5-ton P6 diesel, 500 miles on new engine, reinforced heavy-duty chassis, chassis-cab, £195.
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1953 Thames P6 diesel Anthony 5-cu.-yd., good condition, £395.

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1955 6-ton DODGE diesel truck, £550.
1953 DODGE 6-ton petrol tipper, £145.

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1959 New unlicensed AUSTIN 10-ft. forward-control 7-ton Diesel tipper with Edbro twin-ram hydraulic 12-ton gear and Bonnalack 8-cu.-yd. alloy body, price on application.
1956 Two, FORD Thames tippers with 4D engines and 5-cu.-yd. steel bodies, in first-class condition, each £400.

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1951 DENNIS Max 7-ton platform lorry.
1950 LEYLAND Comet drop-side lorry.
1946 VULCAN, P6 diesel, 16-ft. alloy body.

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1952 DENNIS Max, long wheelbase, 5-speed, 18-ft. platform, one owner.
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1956 LEYLAND
1952 FODEN
1951 MAUDSLAY
1950 MAUDSLAY
1946 MAUDSLAY
1955 LEYLAND
A Number
A.E.C., ch.

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1951 ALB
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1947 48 M
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1945 48 E

1956 LEY

1955 ALB

OVER 50 4-w

1943 SCAN

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SPARES for a

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1957 BEDF

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good, £80

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- 6LW, 5-speed, double-drive 8-wheeler.
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1945 E.R.F., fitted 7.7, choice of five.
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good, bodywork sound, engine very good
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1958 Late E.R.F. 8-wheel 21-ft. alloy-bodied hydraulic
tipper as new.
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drop-sided, 40 by 8 tyres, very clean.
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drop-sided, 40 by 8 tyres, choice of two.
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tipper.
1950 FODEN 8-wheel double-drive, fitted new 22-ft.
alloy body and tipping gear.
1946 FODEN 8-wheel double-drive, fitted new 20-ft.
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ANY of the above machines can be supplied with East
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NEW DODGE 3145Y Boys extension 6-wheel 18-ft.
alloy hydraulic tipper, heavy axle.
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1958 DODGE short-wheelbase hydraulic tipper, heavy
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1957 DODGE long-wheelbase hydraulic tipper, P6
engine, very clean, choice of three.
1956 DODGE 7-ton short-wheelbase hydraulic tipper.
1955 DODGE 7-ton long-wheelbase tipper, R6 engine,
15-ft. drop-sided body.
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unladen weight 4 tons 10 cwt.
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1953 DODGE 7-ton 18-ft. drop-side truck.
1952 DODGE 6-ton long-wheelbase hydraulic tipper.
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1955 ALBION Chieftain, fitted 16-ft. alloy body.
1951 ALBION Chieftain 16-ft. flat.
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choice of two.
1950 E.R.F. long-wheelbase 16-ft. drop-sided truck,
4LK Gardner.
1950 DENNIS Pax short-wheelbase hydraulic tipper,
new P6 engine, reuprated.
1954 SEDDON 14-ft. hydraulic tipper.
1954 BEDFORD A-type 600 cu. ft. van, petrol
engine.
1956 BEDFORD long-wheelbase 7-ton hydraulic
tipper, 15-ft. drop-sided body.
1949 BEDFORD long-wheelbase 5-ton hydraulic
tipper, 15-ft. drop-sided body.
1949 FODEN 18-ft. flat, 4LW Gardner, very clean
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CHOICE of 50 other trucks, from £50 upwards.

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2-speed axle, 9.00 by 20 tyres, £980.
SEDDON Mk. 5S10 tipper, 1956, new engine recently
fitted, tyres good, £950.
COMMER TS3 1955 long-wheelbase tipper, 7-tonner,
tyres good, £950.
COMMER TS3 tipper, 1955, 7-tonner, tyres fair, £925.
BEDFORD 7-ton tipper, 1957, diesel, very clean, £850.
DODGE 144 AR6 tipper, 1954, tyres reasonable, a
clean vehicle, £850.
COMMER diesel tipper, 1954, reasonably clean, £595.

LONG-WHEELBASE TRUCKS.

- GUY Otter 1953 long-wheelbase truck, alloy body, P6
engines, Eaton 2-speed axle, £500.

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OFFER:—

- MORRIS 5-ton F/C B.M.C. 5.1 diesel 17-ft. 6-in.
truck, good 8.25 (12-ply) tyres, exchange engine,
gearbox and new batteries past six months, excellently
maintained vehicle, registered August, 1955, £755; the
above vehicle guaranteed for three months.
THORNICROFT Sturdy diesel long-wheelbase tipper
(twin 5L gear), approx. 12 cu. yd., panel wood
body, 8.25 (12-ply) tyres in poor condition, first registered
November, 1951, £300.
BEDFORD 5-ton long-wheelbase tipper (petrol), in
excellent order throughout, repainted blue, first
registered 1946, £150.
DYSON 6-7-ton trailer, 750-12 (12-ply) tyres, 14-ft. 7-in.
drop-side body with many extras, almost new.

TRADE INQUIRIES INVITED.

BOTWOODS, LTD.

MAJOR'S CORNER, IPSWICH.

Phone 52271.

Used Goods Vehicles (contd.)

PRICES SLASHED

ON

ALL VEHICLES!

- 1958 BEDFORD 5-ton A-type, 300 engine,
17-ft. flat, new, new condition.
1957 (late) BEDFORD 7-ton, 300 engine, 17-ft.
flat, £25 by 20 tyres, all good, perfect condi-
tion.
1957 BEDFORD 5-ton drop-side truck, Perkins
P6 engine, very good, only needs scoria.
1956 COMMER TS3 artic., 25 ft., new
registered.
Scammell trailer, used on trade plates, un-
registered.
1956 (October) FORD P6 tipper, short-wheel-
base wooden body.
1956 COMMER TS3 diesel tipper, sound
condition.
1956 COMMER TS3, 18-ft. 6-in. flat, 900
by 20 tyres.
AUSTIN short-wheelbase tipper, Homalloy,
B.M.C. diesel, mechanically perfect. Choice
of two.
1955 (December) BEDFORD A40 gown van.
1954 (December) BEDFORD Dormobile,
immaculate.
1955 LEYLAND Comet, full front, 18-ft.
6-in. body, beautiful condition.
1955 BEDFORD Luton van (petrol), 850 cu.
capacity.
1954 BEDFORD A-type diesel artic., with
new 25-ft. Scammell trailer, very clean out-
fit.
1954 (October) BEDFORD Luton van, P6
engine.
1954 BEDFORD boxvan, separate cab, A-type
petrol platform loader.
1950-51 MORRIS diesel Luton vans, choice
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bodies under 3 tons unladen, mechanically perfect.
1955 (December) FORD 4D, completely recon-
ditioned, with new Luton body, approximately
1,000 cu. ft.
1955 AUSTIN B.M.C. 5-ton flat, long wheel-
base.
1954 A-type BEDFORD short-wheelbase tipper,
P6 engine, chrome liners, drop-side body,
excellent condition.
1955 (November) short-wheelbase petrol tipper,
BEDFORD A-type, wooden body.
1948 BEDFORD truck.

AGENTS FOR ATKINSON VEHICLES.

LET US QUOTE FOR A BODY (ALL TYPES) BUILT
TO YOUR OWN SPECIFICATION.

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FOR

MODERN SELECTED VEHICLES.

- AUSTIN Loadstar 1953 5-ton short-wheelbase diesel
tipper, well tired, repainted and ready for work.
BEDFORD 1955 5-ton short-wheelbase petrol tipper,
exceptional condition, one owner.
LEYLAND Comet late 1955 ECO model, semi-forward
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drive, nominal mileage, exceptional condition.
DODGE 1954 5-ton long-wheelbase diesel tipper, well
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BEDFORD 1953 long-wheelbase chassis and cab with
Baico extension, repainted and in very good order.
FORDSON 4-cylinder Cost Cutter 1953 medium-wheel-
base petrol truck, repainted and in very nice condition.
BEDFORD 1951 30-cwt. petrol truck with side racks,
clean and sound.
BEDFORD 1952 5-ton long-wheelbase petrol tipper,
repainted and in very good order.
AUSTIN 1951 2-ton petrol truck, repainted and in
first-class condition.
BEDFORD 1952 2-ton boxvan, excellent condition, ready
for work.

O. T. JACKSON MOTORS, LTD.

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TRAILERS, York 26-ft., 9.00 by 20 tyres, 3-ft. head-
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ex-demonstrator, Scammell hitch.
FORD Trader, 7-tonner, 6-wheeler, York trailing axle,
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NEW FORD 10-12-cwt. van, heater, in primer, demon-
strator, under list.
NEW AUSTIN 13-seater Omnivan, used only as demon-
strator.
FORD 5-6-tonner, P6 engine, platform.
BEDFORD 7-ton drop-side, 300 engine, £495, choice
two.
FORD Cost Cutter 2-3-ton van.

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NEW STREET, EARL SHILTON.

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MAIN FORD DEALERS,
FINCHLEY.

OFFER THE FOLLOWING SELECTION OF
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1956 Thames 5-cwt. vans, £295.
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1951 MORRIS J2 van, dual colour, £425.
1957 MORRIS J2 van, dual colour, £425.
1956 MORRIS Cowley 10-cwt. van, £325.
1955 MORRIS J van, good condition, £245.
1955 CHASE Side shovel, non-runner, good bucket, P6 engine, £85.
HIRE-PURCHASE facilities are available.
INVICTA WORKS, North Finchley, N.12.

HILLSIDE 8888.

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AUSTIN AND FORD COMMERCIALS.

FULL RANGE ALWAYS AVAILABLE.

- 1957** AUSTIN 152 van, low mileage, £395.
1956 BEDFORD 5-ton long-wheelbase drop-side truck, £495.
1950 DODGE 6-ton long-wheelbase drop-side truck, diesel engine, £195.
1950 October, LAND ROVER, reconditioned, £235.
A Large selection of small vans always in stock.

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SPURLING CITY DEPOT OFFER:—

- 1958** BEDFORD Utilibike special.
1958 Thames Escort.
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HIRE-PURCHASE. PART-EXCHANGES.

176-9 SHOREDITCH HIGH STREET.

LONDON, E.1.

Phone, Shoreditch 8433.

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HENSMAN, LTD., Brentwood 1540, offer:—

- 1958** November, Thames 4D articulated unit, 8,000 miles, £900.
1958 October, LAND ROVER, petrol, hardtop, heater, 5,000 miles only, in showroom condition, £585.
1958 Thames 15-cwt. vans, choice of two, in very good order, £495.
1956 STANDARD 6-cwt. van, (two-tone, recently overhauled) engine, £290.
CARRIMORE 10-ton 23-ft. drop-side trailer, good condition, £190.
10% Reduction The Mercury Motor Co., High Rd., North Weald, Epping, Essex. Phone, North Weald, 210, offer the following vehicles at 10% below the prices listed.
ALL one-owner vehicles.

- 1957** MORRIS MINOR Traveller, £595.
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1956 COMMERCIAL Express van, many extras, £345.
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1954 MORRIS 10-cwt. Cowley, £245.

HIRE-PURCHASE available.

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- 1957** BEDFORD 25-cwt. van, excellent order, £675.
1951 FORD Trader 5-tonner, P6 diesel, £250.

NUMEROUS 5-ton tippers available.

25 Used vans in stock from 8 to 20 cwt.

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Phone, Preston 4664 (10 lines).

SATERS GARAGE Brough, Westmorland. Brough 226.

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BIRMINGHAM COMMERCIAL OFFER:—

- 1955** BEDFORD 7-ton long-wheelbase tipper.
1956 BEDFORD 7-ton long-wheelbase truck.
1951 FODEN 8-wheeler special A.
1954 LEYLAND 8-wheeler, special A.
1954 SENTINEL 6-wheeler, special A.

560 COVENTRY ROAD,

BIRMINGHAM, 10.

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Used Goods Vehicles (contd.)

COMMERCIAL VEHICLES.

W.M. RIFLEY.

- 1958** August, AUSTIN A55 van, 6,000 miles only, unwritten, colour cream, radio, etc., as new, £465.
1957 Utilibike, first-class order, £345.

- 1956** BEDFORD 5-ton double-drop-side truck, immaculate, owner-driver, £545.
1954 BEDFORD 5-ton double-drop-side truck, ex C licence user, first-class machine, £395.

- 1948** Bantam Carrier truck, drop-side body, body half covered with hoops and sheets, ex Electricity Board, £85.

Terms and part-exchanges welcomed.

ALL these vehicles carry a guarantee.

DEMONSTRATION without obligation.

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TWO 1955 A.E.C. single-drive 8-wheel tippers, 9.6-litre engines, Pilot U7 underbody tipping gears, 21-ft. wooden bodies on 9.00 by 20 tyres; can be inspected working.

SEVERAL 1947-50 Maudslay and E.R.F. 20-ft. platform bodies, all in first-class working condition.

TWO 1950 FODENS, fitted with 6LW Gardner engines, 24-ft. alloy bodies, on 9.00 by 20 tyres, condition immaculate.

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- 1949** FODEN 6-ton, Gardner 4LK engine, clean, £425.

DON EVERALL (COMMERCIAL VEHICLES), LTD.

CLEVELAND ROAD, WOLVERHAMPTON.

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- 1955** DODGE diesel 7-ton medium-wheelbase tipper, axle, wooden-panelled drop-side body, 9.00 by 20 tyres, in excellent order and ready for work.

- 1957** DODGE diesel 5-ton short-wheelbase tipper, Perkins P6 engine, 5-speed gearbox, 2-speed axle, 9.00 by 20 tyres, wooden drop-side body, in excellent condition.

- 1953** DODGE diesel, short-wheelbase tipper, Perkins P6 engine, 5-speed gearbox, 5-speed axle, 9.00 by 20 tyres, clean and ready for immediate work, choice of two.

- 1952** DODGE 5-ton petrol short-wheelbase tipper, 2-speed axle, clean and sound, £275.

- 1955** BEDFORD 7-ton 5-ton twin-wheelbase tipper, Perkins R6 engine, twin-ram gear, one previous owner, £525.

- 1954** DODGE diesel 7-ton tipper, Perkins R6 engine, 2-speed axle, £475.

- 1956** COMMERCIAL TS3 diesel 7-ton long-wheelbase 18-ft. drop-side truck.

T. J. RICHARDSON AND SONS, LTD., 100 Dudley Rd. East, Oldbury, Broadwell 1840.

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- £425.** 1954 BEDFORD A-type short-wheelbase diesel tipper.

- £425.** 1952 (model) DODGE diesel Scammell tractor, 20-ft. trailer, clean, £475.

- £275.** 1954 MORRIS B.M.C. diesel 5-ton short-wheelbase tipper, one owner.

- £195.** 1949 SEDDON 6-ton diesel lorry.

- £225.** 1952 VULCAN Scammell tractor, fitted P6 diesel engine, Eaton 2-speed axle.

- £225.** 1949 VULCAN twin-ram tipper, fitted with 2-speed axle, clean vehicle.

- £575.** 1954 10-ton BEDFORD Scammell R6 modified engine, complete with trailer, clean outfit.

- £165.** 1951 AUSTIN 5-ton Loadstar, fitted P6 diesel engine, clean wagon.

- £285.** 1955 FORD 4D diesel 2-3-ton lorry.

- £100.** Perkins P6 engine complete with all fittings for Vulcan and Bedford.

- £75.** 1-ton Burtonwood hydraulic tailboard lift.

- £100.** 1-ton Hyster for Bedford chassis.

- 255** WALTON LANE, Liverpool. 4. Aintree 1873.

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HALE MOTORS (TOTTENHAM), LTD.

THE HALE, N.17.

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VANS.

- 1955** AUSTIN A40 gown van, average condition.

- 1955** FORD 4D extended-wheelbase Luton van, 1,400 cu. ft.; choice of two.

- 1952** FORD Luton van, 1,350 cu. ft., fitted with 4-cylinder diesel engine, repainted plain blue.

TIPPERS.

- 1938** E.R.F. 8-cu.-yd. hydraulic tipper, Gardner 4LW diesel engine.

NEW vehicles.

AUSTIN, Ford, Routex Group.

COMPREHENSIVE stocks always held.

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LEYLAND.

ALBION. SCAMMELL.

ALL MODELS AT THE NEW REDUCED PRICE.

24-HOUR HEAVY DUTY BREAKDOWN SERVICE.

- 1954** LEYLAND Comet, short-wheelbase, chassis and cab.

- 1954** LEYLAND Comet, long-wheelbase, 16-ft. 6-in. body.

- 1952** LEYLAND Comet, long-wheelbase, 16-ft. 6-in. body.

- 1958** BEDFORD 7-ton, long-wheelbase drop-side body, 2-speed axle.

- 1958** COMMERCIAL TS3 long-wheelbase, drop-side body.

- 1957** COMMERCIAL TS3 long-wheelbase, chassis and cab.

- 1957** COMMERCIAL TS3 long-wheelbase tipper.

- 1954** BEDFORD 7-ton short-wheelbase tipper.

- 1950** LEYLAND Comet 75.

- 1951** ALBION 6-wheeler diesel, fitted new 21-ft. body, unladen weight 4 tons 12 cwt.

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WATLING STREET (A5), BROWNHILLS, STAFFS.

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E. RAYMENT, L.TD.

DODGE DISTRIBUTORS FOR EAST LONDON.

- DODGE 124AP6** diesel tractor unit, November, 1956, low mileage, with 23-ft. 10-12-ton Scammell trailer.

- DODGE 225AP5** diesel, December, 1957, fitted light alloy platform.

- BEDFORD O** model, petrol, Scammell tractor unit, very good condition.

- BEDFORD O** model, diesel tractor fitted 20-ft. Scammell trailer.

- FORD 4D** platform, 1956, H.D. equipment, 5 tons.

- 334** 4-340 ROMFORD RD., London, E.7. Maryland 4772-3-4. 807-239

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"THE COMMERCIAL VEHICLE SPECIALISTS."

OFFER THE FOLLOWING CAREFULLY SELECTED USED VEHICLES.

SEDDON 1953 articulated tractor unit, fitted with P6 engine, 22-ft. platform semi-trailer, the whole unit in very good condition.

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FORD Thames 3-ton truck, registered 1953, fitted with petrol engine, very good clean motor. 807-271

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Wakefield Rd., Brighouse, offer:—

BEDFORD Luton vans, S type, long-wheelbase chassis, Perkins P6 engines with Dodge 5-speed gearboxes, bodies timber frame and floors, Plymax paneling, roller shutter and drop tail; choice of four, all in excellent order, one 1954, one 1955, one 1953, one 1956.

ALBIONS.

- 1955** Chieftain FT37EL flat platform.

- 1950** FT75 flat platform.

- 1954** Chieftain FT37CL drop-side lorry.

- 1951** Chieftain FT37L flat platform.

- 1954** Chieftain FT37CL flat platform.

- 1951** Chieftain FT37CL flat platform.

8-WHEELERS.

- 1953** FODEN Gardner 6LW long-wheelbase drop-side lorry.

- 1954** E.R.F. Gardner 6LW long-wheelbase drop-side lorry.

PHONE, Brighouse 1677-8-9; after 7 p.m., Bradford 71077 or Bradford 78486. 807-428

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STATION BRIDGE,

WEALDSTONE, MIDDLESEX.

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- 1950** E.R.F. 6-ton, fitted 4LK engine, mechanically sound, £500.

- 1949** LEYLAND Comet, diesel engine, tipper, 8-cu.-yd. metal body, £575.

- 1955** BEDFORD 7-cu.-yd. tipper, metal body, one owner, good condition, £700.

- 1952** Thames 5-ton ET7D boxvan, metal body with full roller shutter at rear, £385.

LARGE selection of 5-, 10- and 10-12-cwt. Thames vans always available.

MOST of the above are guaranteed for 90 days.

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OPEN UNTIL

7 P.M. MONDAYS TO FRIDAYS.

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FOR "QUALITY TESTED SECURITY."

- 1958 AUSTIN Omnicoach, low mileage, very good.
1950 BEDFORD-SCAMMELL with 20-ft. trailer.
1951 THORNYCROFT 6-ton diesel truck.
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1956 BEDFORD 10-cwt. van.
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1957 BEDFORD 12-seater Utilibike.
OTHER makes and types available.

PART-EXCHANGES, hire-purchase.

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DODGE AND SEDDON DISTRIBUTORS.

MONK MEADOW, HAMPSTEAD, GLOS.

Phone 24447-8.

- 1956 SEDDON Mk. V S10 tipper, rebuilt throughout, reconditioned engine, all good tyres, repainted, £950.
1956 B.M.C. 7-ton long-wheelbase drop-side, excellent condition throughout, well tired, £750.
1956 COMMERCIAL T33 7-ton, long-wheelbase, over-drive, 9.00 by 20 tyres, 18-ft. alloy framed drop-side body, immaculate condition, one owner, £850.
1951 VULCAN 7GF, 4LW Gardner, long-wheelbase, double drop-side, good tyres, £300.
1949 DODGE, 6-ton, P6, long-wheelbase with detachable livestock container by Drew Bros., £450.
1949 MAUDSLAY, 7.7 A.E.C. engine, fair condition throughout, £300.
1948 SEDDON Mk. V drop-side, very good condition, repainted, £325.
1946 ALBION double-drive 6-wheeler, new pistons and sleeves just fitted, all good 9.00 by 20 12-ply tyres, 24-ft. platform body, £450.

H. R. WILSON SCOTT, LTD.

DODGE AND SEDDON DISTRIBUTORS.

MONK MEADOW, HAMPSTEAD, GLOS.

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- 1951 FODEN 2-stroke 8-wheeler, double drive, 24-ft. platform body, well tired and maintained.
1955 Rebuilt SEDDON, fitted with Boys axle, Perkins P6 engine, 22-ft. drop-side body and wrap-round cab, Eaton 2-speed axle.
1957 FORDSON 4D 3-4-ton 13-ft. 6-in. cattle truck, very little used, guaranteed 14,000 miles only.
1950 AUSTIN Lonsdale 2-3-ton drop-side, in very good condition throughout.
1941 E.R.F. 4-wheel, platform body, fitted with Gardner 4LW, well maintained and good in appearance.
1948 MAUDSLAY, 4-wheel, platform body, Gardner 5-cylinder 1LW engine, choice of two, one fitted with the other A.E.C. 7.7.
1956 DODGE 7-ton tipper, fitted with Perkins R6 engine, 9.00 by 20 tyres and Eaton 2-speed axle (choice of two).
1946 ATKINSON 6-wheel, double drive, 21-ft. platform body, Gardner 6LW engine, well tired and maintained.
M.OATHOUSE MOTORS, Lichfield St., Tamworth. Staffs. Phone, Tamworth 1381-2. 807-145

- 1955 BEDFORD S-type, R6, platform truck.
1950 SENTINEL long-wheelbase, Jekta-type body, D.I. engine.
1948 ALBION FT3, P6, medium-wheelbase tipper.
1947 VULCAN long-wheelbase lorry, P6 engine.
1947 VULCAN lorry with 19-ft. 6-in. flat, P6 engine.
1944 E.R.F. 7.7 long-wheelbase flat.
1940 ATKINSON Twin Steer, 18-ft. 6-in. tipper.
1939 ATKINSON medium-wheelbase tipper, 4LW.
1938 E.R.F. 4LW long-wheelbase flat.
ALSO Gardner 5LW, 4LW, 4LK, P6.
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- NEW ATKINSON 8-wheelers, LX and LW engines, tractor units, immediate delivery.
1950 ATKINSON M1586 chassis-cab, double drive, in very good condition.
1951 E.R.F. twin steer, good condition.
1952 LEYLAND Comet, fitted with flat-platform body clean vehicle.
1955 7-ton BEDFORD, fitted with 4LW Gardner engine.
WESTERN LANE, London, S.W.12. Battersea 2193-314

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Used Goods Vehicles (contd.)

CHANDLERS MOTORS, LTD.

Luton vans and pantechnicions.

- 1955 BEDFORD A-type 4-ton Luton, 800-cu.-ft. duramin body, which cost £700, separate cab, used on light parcel work, in immaculate condition, £540.
1953 BEDFORD 30-cwt. Luton with integral cab, in first-class condition, £185.
1952 BEDFORD 4-ton Luton with drop well, under 3 tons, choice of two from £425.
1952 AUSTIN 3-ton pantechnicion, drop well, 800 cu. ft., a really clean vehicle, £275.
1951 E.R.F. 6-ton 4LK Gardner engine, 1,000 cu. ft. Luton, unladen weight 2 ton 19 cwt., first class vehicle, £490.
1953 FORD 4-5-ton with Perkins P6, 1,200 cu. ft., with drop well, £350.
1955 BEDFORD A-type 5-ton diesel drop-sided truck, £475.
1951 BEDFORD diesel 5-ton drop-side truck, £225.
TIPPERS.
1950 AUSTIN Loadstar long-wheelbase tipper, £150.
UNITS.
1955 BEDFORD A-type 5-ton Scammell unit, petrol, in first-class condition, £385.
CHANDLERS MOTORS, LTD., 71 Greenwich South St., London, S.E.10.

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CENTRAL STATION BRIDGE ROAD.

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SEDDON DIESEL DISTRIBUTORS.

COMMER-KARRIER MAIN DEALERS (HEAVY).

PART-EXCHANGE AND H.P. TERMS.

- 1958, September, SEDDON diesel Mk. 8/R tractor unit, fitted with Scammell coupling, 16,500 twin speed axle, heavy David Brown gearbox, Mk. 2 R6 engine, de luxe cab, fitted with screen washers, incorporating illuminated roof sign, genuine 15,000 miles, one C licence operator, can be described as near new.
1956 SEDDON diesel Mk. 5L, fitted with platform, cab and tailboard, one owner, in excellent condition.
1955 DODGE diesel 106, fitted with alloy body, twin speed axle, one owner, above-average condition.
1955 DODGE diesel articulated unit, with Scammell coupling gear, very clean, one owner.
1950 MAUDSLAY 7.7 tractor unit, with S.A.E. coupling, complete with trailer, in sound mechanical condition.
1950 MAUDSLAY drop-side, fitted with 7.7 A.E.C. engine.
1950 SEDDON diesel 5L articulated unit, complete with semi-trailer, bulk grain trailer, gravity discharge, complete vehicle in excellent condition.
ALWAYS in stock, diesel-engined vehicles between £200-400. 807-358

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1952 FORD 10-cwt. van, £140.
1952 TROJAN 15-cwt. van, £65.
1951 ALBION CX IN 18-ft. platform truck, £475.
1947 AUSTIN 5-ton, petrol, platform, £80.
1949 DODGE 5-ton diesel long-wheelbase tipper, £295.
1954 DODGE 7-ton diesel, long-wheelbase tipper, £650.
1955 FORDSON 4D 4-ton diesel tipper, £475.
1956 FORDSON 4D 4-ton diesel tipper, £600.
1955 LEYLAND Comet forward control 20-ft. platform, 100 engine, new condition, £1,400.
1948 LEYLAND Hippo platform truck, double drive, £400.
HIRE-PURCHASE and insurance facilities available.

THE above vehicles are at knock-out prices owing to clearance for space.
WINGERWORTH SERVICE STATION, LTD., Derby Rd., Wingerworth, Chesterfield, Derbyshire. Chesterfield 3527 and 7833. 807-510

- J. CAMPBELL PARK, LTD., offers most genuine bargains—
1955 LEYLAND Octopus 8-wheel double-drive lorries, excellent condition, £1,950 each.
1955 7-ton BEDFORD, long, drop-sides, ex private firm, first-class machine, £375.
1954 LEYLAND Beaver, nearly new tyres, in excellent condition, £975.
1948 LEYLAND Beaver, new 600 engine last year, excellent condition, £725.
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- 1954, September, BEDFORD 5-6-ton A-type petrol engine, drop-side truck, 14 ft. 9 in. by 7 ft. 1 in. by 1 ft. 6 in., headboard to cab height, sheet rack and fascia board, two petrol tanks, one careful owner, real bargain, £350.
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1949 MORRIS diesel 6-ton 16-ft. 6-in. drop-side truck, reconditioned engine, covered 3,000 miles only, bargain, £250 or near offer.
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TWO E.R.F. 6-wheel type 56 TS, nine 5LW drop-side trucks, late 1957.
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 EXCELLENT range of BEDFORD vans and personnel carriers.
 SEVERAL sound cheap tippers, etc.
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1950 Tnsmes ET6 long-wheelbase 3-ton, £70.
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 BEDFORD 1946 2-ton truck, very clean, £100.
 BEDFORD 1947 5-ton pantehnicron, £275.
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SHELFORD 3017-8-9.

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 ATKINSON 1943 6-wheel drop-sided truck, 23-ft. body, 5LW engine, very clean.
 DODGE-SCAMMELL 10-ton, 1956, P6 engine, 2-speed axle, 24-ft. trailer, £850.
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 TWO 1950 FORD 5-ton 15-ft. flats, P6 engines, £150 each.
 SECOND-HAND spares available for E.R.F., Seddon and Dodge vehicles and other makes, cheap to clear.
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1949 MAUDSLAY 4-wheeler with 5LW Gardner engine, 20-ft. body, in very good running order, any trial, £300. Terms and exchanges.
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1954 MORRIS 5-cwt. van, blue, clean condition, £275.
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 1952 BEDFORD 7-ton truck, £390.
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 1954 MORRIS 3-ton van.
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 1949 LEYLAND Comet, normal-control standard tipper.
 1951 VULCAN P6 long-wheelbase drop-sider.
 1953 COMMERCIAL petrol boxvan.
 1953 BEDFORD P6 long-wheelbase drop-sider.
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 1952 MORRIS 5-ton long-wheelbase petrol, drop-sider.
 1947

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STOKE-ON-TRENT.

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 807-57
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A47

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ON THE A45. 807-147

E. J. BAKER AND CO. (DORKING), LTD.

COACH SHOWROOMS AND SERVICE STATION.

TRADING ESTATE, FARNHAM, SURREY.

PHONE 8 A.M. TO 6 P.M., FARNHAM 4626-7;

AFTER 6 P.M., FARNHAM 4481.

1958 BEDFORD Super Vega 41-seater, 204-type seating, heaters, Formica, moquette to domes, autumn tint interior, cream-brown exterior, very clean, certificate of fitness 1962, £1,200.

1956 BEDFORD Duple 41-seater, glass roof quarters, tubular racks, autumn tint interior, cream exterior with red flare, certificate of fitness 1961, £2,800.

1955 Model, October, 1954, registered, BEDFORD Vega 36-seater, green interior and exterior, heater, Formica sides, certificate of fitness October, 1959, one owner, £2,375.

1954 BEDFORD Vega 38-seater, blue interior, heaters, one owner, £2,100.

1953 BEDFORD Duple 37-seater, red interior, heaters, choice of two, certificate of fitness 1963, from £1,850.

1952 BEDFORD 37-seater Gurney Nutting, autumn interior, heater, cream-maroon exterior, one owner, immaculate condition, certificate of fitness 1962, £1,600.

1952 COMMER Avenger-Gurney Nutting 33-seater, red interior, cream-brown exterior, very clean, certificate of fitness 1962, £1,150.

1952 TILLING-STEVENS Express, fitted 37-seater full-front body, certificate of fitness 1962, £595.

1951 BEDFORD Duple, 33 seats, choice of several blue-red interiors, certificates of fitness 1961, from £1,150.

1950, June, BEDFORD Vista, 29 seats, glass roof quarters, blue interior, cream exterior, very clean, certificate of fitness November, 1959, £795.

1950 front canopy lights, no partition behind driver, red interior, £985.

1949 December, LEYLAND-PLAXTON, 33 luxury 9 seats, heater, good tyres, cream-red exterior, red interior, certificate of fitness December, 1959, £700.

1949 FODEN 6LW, Bellhouse Hartwell 33-seater body, green interior, certificate of fitness 1959, £450.

1949 MAUDSLAY, Duple 35-seat, high-back, Formica sides, certificate of fitness September, 1959, £175.

1949 DAIMLER CDV6 fitted 33-seater body, certificate of fitness September, 1959, £350.

1949 ALSTON, 32-seater Kenex body, full front, red interior, blue and cream exterior, certificate of fitness August, 1959, £150.

1948 DENNIS Lancets, three, Duple, red interior, 33 high-back seats, certificate of fitness December, 1961, £375.

1946 7-8 MAUDSLAYS, A.E.C., fitted 33-35-seater bodies, choice of several, good runners, from £325.

WE ALWAYS HAVE A GOOD SELECTION OF VEHICLES SUITABLE FOR

TRAVELLING SHOPS AND WORKMEN.

WE INVITE YOUR INQUIRIES.

HIGH-BACK CONVERSIONS, TRIMMING, PAINTING, ACCIDENT REPAIRS AND CLEANING

SPEEDILY EXECUTED. 807-51

Used Passenger Vehicles (contd.)

THE S.M.T. SALES AND SERVICE CO., LTD.

177-205 FINNIESTON STREET.

GLASGOW, C.S.

NEW COACHES.

IMMEDIATE DELIVERY FROM STOCK.

New Bedford Burlington 41-seater diesel, exterior cream and blue, seats in red patterned moquette.

USED COACHES.

BEDFORD.

1956 and 1955 Bedford Plaxton 37- and 36-seater coaches, radio, speaker. Formica side casings; choice of two outstanding full luxury coaches.

1954 Bedford Duple 36-seater coach, R6 engine, exterior in two shades of blue.

1955 Bedford Duple 36-seater coach, red and cream.

1951 Bedford Duple 35-seater full luxury coach, exterior maroon and cream.

1951 and 1952 Bedford Duple 33-seater coaches, choice of four splendid examples of this most popular model.

1950 Bedford Duple Vista 29-seater full luxury coach, exterior in cream with red wings and wheels.

ALBION.

1955 Albion Duple 35-seater full luxury coach, exterior red and cream.

1955 Albion Strachan 37-seater coach, exterior in red, seating trimmed in dark red patterned moquette, splendid vehicle.

A.E.C.

1953 A.E.C. Gurney Nutting 41-seater full luxury coach, certificate of fitness February, 1963, exterior blue and cream.

1953 A.E.C. Whitson 41-seater coach, exterior black and ivory, seating in leopard skin patterned moquette, certificate of fitness 1963, excellent value.

DAIMLER.

1952 Daimler Burlington 39-seater coach, exterior red and cream, seating in red moquette, certificate of fitness October, 1962, very sound in all respects.

1949 Daimler Burlington 33-seater coach, exterior two shades of blue, general condition outstanding for this type of vehicle, bargain.

LEYLAND.

Choice of two 1949 Leyland Comet Plaxton 33-seaters, one in black and white and the other in blue and cream, both extremely reasonable in price.

1947 Leyland PSL Duple 33-seater coach with full-front conversion, exterior cream with fawn patterned moquette, very fresh coach.

Large selection of Daimler, A.E.C. and Foden half-cab 33-seaters at very reasonable prices, suitable for public works contractors and workers' buses.

HIRE-PURCHASE FACILITIES.

PART-EXCHANGES WELCOMED.

Phone, Douglas 2940. Phone, Douglas 2940.

LES G'LEAVE, LTD.

FOURWAYS GARAGE.

ARCLID, NEAR SANDBACH, CHESHIRE.

Smallwood 225, 226.

NEW coaches available on Bedford, Commer, Ford, Albion and Leyland chassis, with bodies by Burlington, Duple or Plaxton.

BEDFORD Super Vega, petrol engine, body by Duple, 41 seats, red moquette, first registered 1956-57; choice of four.

LEYLAND Tiger Cub, underfloor engine, Eaton 2-speed axle, body by Burlington (Seagull), front entrance, 41 seats, red moquette; choice of three, first registered 1956, certificates of fitness 1962.

BEDFORD Super Vega, petrol engine, body by Duple, 41 seats, red moquette; choice of two, first registered 1956, certificate of fitness 1962, 28-seater, full luxury type, quarter lights.

BEDFORD 48 full-front, petrol engine, body by Brush, 33-seater, red, cream, one only, first registered 1951, certificate of fitness 1960.

BEDFORD OB full-front, petrol engine, body by Duple, 35 seats, red, cream, one only, first registered 1952, certificate of fitness 1963.

CROSSLEY half-cab, diesel engine, body Trans-United, 33 seats, green, grey moquette, one only, first registered 1948.

BEDFORD Vista, petrol engine, body by Duple, 25 seats, red moquette, first registered 1950.

LEYLAND PSL 37-seater, petrol engine, body by Duple, 35 seats, blue moquette, first registered 1950, certificate of fitness 1960.

1951 SENTINEL 40-seater service bus, 4-cylinder, certificate of fitness 1961.

1957 COMMER TS3.

VARIOUS assortments of workers' buses.

WE are now taking orders for the coming season. Bedford, Commer, Ford, Leyland, A.E.C., etc., and can offer the new hire-purchase terms on new and second-hand machines.

LES G'LEAVE, LTD.

FOURWAYS GARAGE.

ARCLID, NEAR SANDBACH, CHESHIRE.

Smallwood 225, 226.

Used Passenger Vehicles (contd.)

BARNARD AND BARNARD, LTD.

1956 BEDFORD Super Vega 41-seater, full-luxury Duple body, fitted with heater, Formica side panels, Perspex quarters, in good clean condition throughout, certificate of fitness 1961; choice of two.

1955 A.E.C. Reliance 41-seater full-luxury Burlington Seagull body, fitted with radio, heater, good clean condition throughout, certificate of fitness 1960.

1955 COMMER TS3, 41-seater full-luxury Duple body, fitted with heater, lift-up roof lights, in good clean condition throughout, certificate of fitness 1960; choice of two.

1955 BEDFORD Yeates Riviera 36-seater full-luxury body, fitted with heater, lift-up roof lights, in good clean condition throughout, certificate of fitness 1960.

1954 BEDFORD Burlington Seagull 36-seater full-luxury body, good clean condition throughout, certificate of fitness 1959.

1954 BEDFORD Vega 38-seater, full-luxury Duple body, fitted with heater, lift-up roof lights, in good clean condition throughout, certificate of fitness 1959.

1953 BEDFORD Super Vega, 37-seater full-luxury Duple body, fitted with radio, heater, in good clean condition throughout, certificate of fitness 1963.

1952 BEDFORD Countryman, 25-seater full-luxury Duple body, in good clean condition throughout, certificate of fitness 1962.

1952 BEDFORD Vega 33-seater full-luxury Duple body, fitted with heater, good type, in good clean condition throughout, certificate of fitness 1962.

1952 BEDFORD 37-seater full-luxury Gurney Nutting body, fitted with heater, good clean condition throughout, certificate of fitness 1962.

1951 BEDFORD Vega 33-seater full-luxury Duple body, fitted with heater, good clean condition throughout, certificate of fitness 1961.

1951 COMMER Avenger 33-seater full-luxury Heaver body, fitted with heater, in good clean condition throughout, certificate of fitness 1960.

1951 TILLING-STEVENS, 6LW Gardner oil engine, fitted with a full-front Harrington dorsal-fin body, 33-seater, radio and heater, in excellent condition throughout, certificate of fitness 1961.

1950 SENTINEL service bus, 40-seater, Dunlopillo seats, trimmed in moquette, under the floor diesel engine, front sliding door, in good clean condition throughout, certificate of fitness November 1961.

1950 BEDFORD 29-seater full-luxury Duple body, Perspex quarters, radio and heater, in excellent condition, certificate of fitness 1960; choice of five.

1948 GUY, fitted with 1953 full-front Plaxton body, 35-seater, heater and radio, good clean condition throughout, certificate of fitness 1960.

WE also have choice of several coaches, suitable for workmen and mobile shops, at reasonable prices.

PART-EXCHANGES. HIRE-PURCHASE.

BARNARD AND BARNARD, LTD.

PLEASE NOTE THAT OUR TELEPHONE NUMBER HAS NOW BEEN CHANGED TO

SYDENHAM 2224-5-6.

310-326 SYDENHAM ROAD,

LONDON, S.E.26.

After 5 p.m. and 12.30 Saturday, phone, Biggin Hill 330.

807-356

DON EVERALL, LTD.

34 CLEVELAND ROAD,

WOLVERHAMPTON.

PASSENGER TRANSPORT SPECIALISTS.

NEW BEDFORD petrol Duple 41-seater coach, available for immediate delivery in prime condition.

1955 BEDFORD petrol 36-seater Duple coach, heaters, etc., choice of two, £2,350.

1953 BEDFORD petrol 36-seater Burlington Seagull coach, certified 1962, £1,725.

1953 A.E.C. Mk. IV 41-seater Yeates coach, overhauled and new engine fitted, certified 1963, £2,500.

1952 FODEN, Gardner 6LW fitted 41-seater Whitson coach, certified 1961, £1,450.

1952 DAIMLER Freeline, fitted 43-seater Metalcraft full luxury coach body, certified 1962, £1,850.

1951 August, BEDFORD petrol 34-seater Plaxton coach, certified 1961, £1,350.

1951 LEYLAND Royal Tiger 40-seater Beccles coach, certified 1961, £1,800.

1951 A.E.C. Mk. IV 39-seater Burlington coach, certified 1961, £2,000.

1951 FODEN 39-seater Belthouse Hartwell coach, new Mk. IV engine, recently fitted, £1,000.

1951 LEYLAND PSL 37-seater Burlington coach, certified 1961, £1,100.

1950 COMMER Avenger petrol 33-seater All-weather coach, certified 1960, £750.

1950 LEYLAND Comet 33-seater Plaxton coach, certified 1960, £750.

50 Coaches and buses always in stock.

SEND for list giving full particulars, prices, etc.

HIRE.

33-SEATER half-cab diesel coaches for hire on monthly terms.

PHONE, WOLVERHAMPTON 23212.

NIGHTS AND WEEKENDS, 32347 and 22293.

DON EVERALL, LTD.

807-160

HILLS.

1953 BEDFORD Duple 37-seater, blue with blue moquette, certificate of fitness to 1963.

1957 COMMER TS3, 41-seater Duple, heaters, blue exterior, autumn tint moquette, Formica side panels, certificate of fitness 1964, immaculate.

1950 COMMER Avenger 33-seater luxury coach, cream and maroon with floral moquette, certificate of fitness 1960.

1952 FODEN, 6LW Gardner rear engine, 41-seater Whitson, grey-blue exterior, blue interior, certificate of fitness 30.9.61, first-class condition.

HILLS GARAGES (MANCHESTER), LTD.

80-90 PORT STREET, MANCHESTER, 1.

Central 4311.

807-72

Used Passenger Vehicles (contd.)

FRANK COWLEY

200

BUSES AND COACHES

ACTUALLY IN STOCK.

READY FOR IMMEDIATE SERVICE.

1951 A.E.C. Mark IV underfloor-engined 39-seater full luxury coach, immaculate, certified 1961, £1,250.

1946 47-48 A.E.C. 34-seater buses, powered by 7.7 diesel engines, all in first-class condition throughout, very clean and excellent all-metal bodies, good batteries, etc., £295 each; choice of 20, certified.

1948-49 A.E.C. 34-seater buses, in really super condition, powered by 9.6 diesel engines, good batteries and ready to go to work, £340 each; choice of eight, certified.

1949 BISTOL 33-seater coaches powered by Gardner 6LW diesel engines and 5-speed gearboxes, these are genuine coaches with full vision and not rebuilt or re-registered, a very lovely fleet of vehicles, £450 each, certified.

1947 LEYLAND genuine PSL 32-33-seater buses, powered by Leyland PSL engines, in 100% condition throughout, £375 each; choice of eight, certified.

1950 LEYLAND 600 diesel, immaculate condition throughout, a very super fleet, £495 each; choice of 10, certified.

1948-49 A.E.C. 56-seater double-deckers, powered by A.E.C. 9.6 diesels; all-metal bodies, air brakes, good batteries, ready to go to work immediately, £575 each, certified.

1949 A.E.C. 33-seater coaches in immaculate condition, fitted with 9.6 engines and air brakes, £395 each, certified.

1949 GUY 33-seater full-luxury coach, fitted Gardner 6LW engine, Plaxton body, in super condition, £295, certified.

1949 DENNIS 35-seater coach, fitted Dennis Big 6 diesel, excellent throughout, £295, certified.

1949 FODEN 35-seater coach, fitted with Gardner 6LW engine, certified and in first-class mechanical condition, £325.

1947 FODEN 35-seater coaches, fitted with Gardner 6LW engine, in lovely order throughout, choice of three, certified 1961, £275 each.

1950 DENNIS 35-seater coach, fitted with Dennis Big 6 engine, certified 1960, £295.

A.E.C. 1950 35-seater bodies; these machines look and run like new vehicles, £295 each; choice of 18, certified.

LEYLAND buses, powered by Leyland 8.6 diesels and fitted with 1950 35-seater bodies, all in first-class condition, carrying full guarantee, at £275 each; choice of 20.

CROSSLEY 33-seater coaches, powered by Crossley 8.6 diesels, all genuine 1949 machines with Burlington bodies, £295 each; choice of 18, certified.

LEYLAND 56-seater double-deckers, powered by Leyland diesels, all carry full guarantee, £275 each; choice of 23.

ALSO 150 single- and double-deckers, all fitted with good batteries and ready to go to work, from £150 each.

FRANK COWLEY.

3 BLACKFRIARS ROAD,

SALFORD, 3.

Phone, Manchester Blackfriars 7577 and Blackfriars 1048.

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COACHES AND COMPONENTS, LTD.

469-475 HOLLOWAY ROAD, LONDON, N.7.

Archway 2647 (five lines).

1959 NEW BEDFORD petrol-engined Duple 41-seater Super Vega, 41 R. wide.

1957 BEDFORD 41-seater Super Vega (petrol), red moquette, exterior cream-red, heater, fuel filter lock, certificate of fitness 1964; choice of four.

1955 August, BEDFORD 38-seater Super Vega, fawn floral moquette, exterior cream-red, Perspex roof vents.

1955 COMMER Contender Harrington, grand condition.

1954 March, Bedford 36-seater Super Vega, red moquette, exterior cream, glass roof quarters, heater.

1954 BEDFORD 38-seater Super Vega, fawn moquette, exterior grey-fawn, Perspex roof vents, clock.

1952 BEDFORD 33-seater Super Vega, green moquette, exterior grey-fawn, sliding roof, clock.

January, BEDFORD, 37-seater Gurney-Nutting body, red upholstery, exterior maroon-cream, certificate of fitness to January 1962.

1950 MAUDSLAY, A.E.C. 7.7 engine, 33-seater Duple, sliding roof, Clayton heater, new tyres all round, red moquette, exterior red, maroon, white, certificate of fitness to December, 1959.

1949, May, CROSSLEY, 33-seater Duple body, red, fawn moquette, exterior red-cream, certificate of fitness to May, 1959.

June, CROSSLEY 33-seater Whitson coach, red moquette, maroon-cream exterior, clock, heater, top sliding windows, sliding roof, certificate of fitness to July, 1959.

1949, July, AUSTIN 29-seater Whitson, autumn tint moquette, exterior blue-cream, high-back seats, radio, certificate of fitness May, 1959.

1948, May, DENNIS Lancelot III 33-seater Duple coach, luxury, sliding roof, high-back seats, red-fawn moquette, exterior cream-blue, heater, certificate of fitness April, 1963.

JACK DEACON.

DEACON'S GARAGE.

DORCHESTER, OXON.

Phone, Clifton Hampden 217.

OFFER the following vehicles, all of which are certified:

1950 31-seater SEDDON coach.

TWO 1950 AUSTIN 29-seaters, £250 each.

TWO A.E.C., 1947, Duple luxury bodies, £250 each.

807-299

AS1

Used Passenger Vehicles (contd.)

STANLEY HUGHES AND CO., LTD.

LODGE GARAGE,
WHITEHALL ROAD WEST,
GOMERSAL, NEAR LEEDS.
Phone, Dudley Hill 1144-9.

BRITAIN'S LARGEST STOCKISTS

PASSENGER VEHICLES.

OFFER FOR IMMEDIATE DELIVERY.

A.E.C. 30 ft., 7.7 engine, fitted Plaxton Highway 39-seater bodies, brand new, rear luggage boot, two 512 heaters, Telex power-operated doors, seven years' certificate of fitness, painted to own colours, special price of £4,500 each; choice of two.

NEW COACHES IN STOCK.

BEDFORD petrol 41-seater Duple, red interior, fitted with K-type mouldings; choice of three.
BEDFORD petrol 41-seater Burlington, interior red and grey, in primer.
BEDFORD diesel or petrol 41-seater Plaxton for immediate delivery.

SECOND-HAND VEHICLES.

1958 BEDFORD petrol fitted 41-seater Duple body, red interior, cream and grey.
1957 ATKINSON underfloor, 43-seater Plaxton full-front luxury bodies, fitted automatic lubrication extra, 35,000 miles.
1956 ATKINSON underfloor 43-seater, Plaxton full-front luxury bodies, fitted automatic lubrication extra, 37,000 miles; choice of three.
1953 BEDFORD Vegas, 35-seaters, choice of two; cheap to clear.

1953 BEDFORD Vegas, in various colours and moquette, choice of four.
1952 BEDFORD Vegas, 33-seaters; choice of three.
1952 CROSSLEY 37-seater, Strachan body, first-class condition, £750.
1952 FODEN 2-stroke 33- and 35-seaters, one owner from new; choice of two.
1951 TILLING-STEVENS, 6LW (re-seated) 35-seater, first-class condition; cheap to clear.
1950 COMMERCIAL Avenger underfloor, carrying good certificate of fitness; choice of four.
1950 COMMERCIAL Avenger, 33-seater, fitted Albion Chieftain engine, immaculate.
1950 BEDFORD 29-seater Duple high-backed seats, just been certified.
1949 50 A.E.C. full-front, fitted Burlington, Plaxton, Bellhouse-Hartwell bodies; choice of four.
1949 50 GUY full-front and half-cabs.

1947 48 LEYLAND PS1 half-cabs, good certificate of fitness; cheap to clear.
1947 48 BEDFORD 29-seaters with good certificate of fitness; choice of four.
1947 LEYLAND PS1 35-seater service bus.

CHOICE of four CROSSLEY half-cabs, Burlington and Plaxton bodies, just certified 3-3½ years; cheap to clear.
GOOD selection of buses suitable for workmen's jobs.

WE have spares for all types of second-hand passenger vehicles.

HIRE-PURCHASE. PART-EXCHANGES.
NIGHT PHONE, MIRFIELD 3183, 2160.
WALES: R. COWDELL, NEWPORT 59666.

LANCASHIRE MOTOR TRADERS, LTD.
OLYMPIA GARAGE,
LIVERPOOL STREET, SALFORD, 5.
Phone, Pendleton 5201; evenings, Oldham Main 2461.

1955 COMMERCIAL TS3, 41 Duple, autumn tint interior, brown and fawn exterior, fitted heaters and speech amplification, £2,350.
1956 COMMERCIAL TS3, 41 Duple, details as above, £2,650.
1952 MAUDSLAY, 7.7 engine fitted by A.E.C. three months ago, 37-seater, 30 ft. by 8 ft., very clean, certificate of fitness till 1962, £1,150.
1950 A.E.C., 9.6, full-front Burlington 33-seater, red interior, certificate of fitness till 1960, £900.
1951 BEDFORD 33-seater Duple, fitted glass quarters and tubular racks, heater, green interior, cream and green exterior, certificate of fitness 1961, £1,150.
1948 from £200.

WE also have a number of workmen's coaches, all post-war chassis, good certificates of fitness, from £150. 807-41

ALEXANDER AND TATHAM, LTD.

BRIMINGTON OLD STATION,
NEAR CHESTERFIELD.
Phone, Chesterfield 5704.

A.E.C. 35-, 36- and 38-seater service saloons, fitted some with Brush teak and Burlington bodies, to 1963, from £285.
1948 LEYLAND PS1 34-seater saloons, Brush all-metal bodies, in excellent condition, certificates of fitness 1960-2, priced from £450.
1949 ALBION CX9 diesel 33-seater coach, very good mechanical and body condition, certified, £275.
1948 LEYLAND PS1 14-seater saloon, Met-Cam all-metal body, in excellent mechanical and body condition, certificate of fitness till the end of 1961, choice of 15, price from £350.
1947 GUY 32-33-seater coaches, 5LW engines, certified 1960, choice of five from £275.
1946 1943 GUY low-bridge double-decker 54-seater, 5LW Gardner, certificate of fitness 1960, choice of six from £250.
BRISTOL 32-seater low radiator, 5-speed box, certified, price £200.

HIRE-PURCHASE FACILITIES. PART-EXCHANGES.

ALEXANDER AND TATHAM, LTD.

BRIMINGTON OLD STATION,
NEAR CHESTERFIELD.
Phone, Chesterfield 5704.

A.E.C. 35-, 36- and 38-seater service saloons, fitted some with Brush teak and Burlington bodies, to 1963, from £285.
1948 LEYLAND PS1 34-seater saloons, Brush all-metal bodies, in excellent condition, certificates of fitness 1960-2, priced from £450.
1949 ALBION CX9 diesel 33-seater coach, very good mechanical and body condition, certified, £275.
1948 LEYLAND PS1 14-seater saloon, Met-Cam all-metal body, in excellent mechanical and body condition, certificate of fitness till the end of 1961, choice of 15, price from £350.
1947 GUY 32-33-seater coaches, 5LW engines, certified 1960, choice of five from £275.
1946 1943 GUY low-bridge double-decker 54-seater, 5LW Gardner, certificate of fitness 1960, choice of six from £250.
BRISTOL 32-seater low radiator, 5-speed box, certified, price £200.

HIRE-PURCHASE FACILITIES. PART-EXCHANGES.

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BRIMINGTON OLD STATION,
NEAR CHESTERFIELD.
Phone, Chesterfield 5704.

A.E.C. 35-, 36- and 38-seater service saloons, fitted some with Brush teak and Burlington bodies, to 1963, from £285.
1948 LEYLAND PS1 34-seater saloons, Brush all-metal bodies, in excellent condition, certificates of fitness 1960-2, priced from £450.
1949 ALBION CX9 diesel 33-seater coach, very good mechanical and body condition, certified, £275.
1948 LEYLAND PS1 14-seater saloon, Met-Cam all-metal body, in excellent mechanical and body condition, certificate of fitness till the end of 1961, choice of 15, price from £350.
1947 GUY 32-33-seater coaches, 5LW engines, certified 1960, choice of five from £275.
1946 1943 GUY low-bridge double-decker 54-seater, 5LW Gardner, certificate of fitness 1960, choice of six from £250.
BRISTOL 32-seater low radiator, 5-speed box, certified, price £200.

HIRE-PURCHASE FACILITIES. PART-EXCHANGES.

ALEXANDER AND TATHAM, LTD.

BRIMINGTON OLD STATION,
NEAR CHESTERFIELD.
Phone, Chesterfield 5704.

A.E.C. 35-, 36- and 38-seater service saloons, fitted some with Brush teak and Burlington bodies, to 1963, from £285.
1948 LEYLAND PS1 34-seater saloons, Brush all-metal bodies, in excellent condition, certificates of fitness 1960-2, priced from £450.
1949 ALBION CX9 diesel 33-seater coach, very good mechanical and body condition, certified, £275.
1948 LEYLAND PS1 14-seater saloon, Met-Cam all-metal body, in excellent mechanical and body condition, certificate of fitness till the end of 1961, choice of 15, price from £350.
1947 GUY 32-33-seater coaches, 5LW engines, certified 1960, choice of five from £275.
1946 1943 GUY low-bridge double-decker 54-seater, 5LW Gardner, certificate of fitness 1960, choice of six from £250.
BRISTOL 32-seater low radiator, 5-speed box, certified, price £200.

Used Passenger Vehicles (contd.)

CHARLES COPPOCK, LTD.

SERVICE BUSES,

THE GARAGE,

ELM GROVE, CROSS STREET, SALE, CHESHIRE.
1953 COMMERCIAL Avenger, 6-cylinder petrol engine, full-fronted Continental-type luxury coachwork by Kenex, 35 full luxury seats and courier's seat, wireloas, interior trimmings in blue moquette, certified 1962, can be viewed by appointment, £875.

1949 BEDFORD coach, 29 seats, large luxury seats, in red moquette and grey leather, very good tyres, special bargain £1,400.
1961 Certificate of fitness, BEDFORD Duple Vista, registered 1947, recently renovated, 29 seats trimmed in an attractive blue moquette, this vehicle is in very clean condition throughout, price £275.

1950 To £200, BRISTOL buses, 35 seats, L-type chassis, Gardner 5LW engines, 5-speed gearboxes, several rebodied, 1949 coachwork, E.C.W. these vehicles have been well maintained and are of smart appearance, choice of 20.
1946 LEYLAND PD1, powered 7.4-litre oil engine, high-bridge 36-seater, coachwork by Charles Rowe, this vehicle is in very clean condition, certificate of fitness May 1960, £425.

1946 LEYLAND PS1 chassis complete, powered 7.4-litre oil engine, choice of two, £175 each.
1946 LEYLAND PS1 32-seater bus, just released from service, in clean condition, £325; certified.

LOW-BRIDGE DOUBLE-DECKERS

NOW AVAILABLE WITH CERTIFICATES OF FITNESS.

£125 To £200, 1946 A.E.C. Regents, 7.7-litre oil engines, coachwork by E.C.W.; choice of 11.
WE have a nice selection of oil engines, can be tested in chassis: Gardner 6LW, Gardner 5LW; A.E.C. 7.7-litre; Leyland 7.4-litre, Leyland 8.6-litre.
A large quantity of second-hand, serviceable engine and chassis parts in stock for most makes of chassis.

PHONE, SALE 5633.

GRAMS, "BUSUNITS." 807-88

BIRD'S COMMERCIAL MOTORS, LTD.

BIRMINGHAM ROAD,

STRAITFORD-ON-AVON.

PHONE 3222-3-4 OR 2136.

GRAMS, "QUICKSALE."

USED PASSENGER VEHICLES.

TWO 1957 A.E.C. Reliance 41-seater Duple Britannia luxury coaches.
ONE 1951 A.E.C. Mark IV coach, 41-seater.
ONE new Yeates Europa 41-seater luxury coach.

ALL the above coaches have been owned by one private coach firm from new and have only been used on luxury work.
FIVE late-type A.E.C. double-deck buses, fitted with A.E.C. 9.6-litre diesel engines, full air brakes, fluid transmission, automatic chassis lubrication, 56-seater with Dunlopillo seating throughout, metal bodies, 9.00 by 20 tyre equipment.
THREE LEYLAND 1953 double-deck buses, fitted with 0600 Leyland diesel engines, full air brakes, fluid transmission automatic chassis lubrication, 56-seater with Dunlopillo seating throughout, metal bodies, 9.00 by 28 tyre equipment.

CURRENT certificate of fitness on every vehicle listed above.
ANY VEHICLE TAKEN IN PART-EXCHANGE.

FURTHER PARTICULARS

AND

PRICES ON APPLICATION. 807-116

SPECIAL OFFER.

CHOICE of 20 1949-50 BEDFORD Duple Vista 29-seater luxury coaches, Formica sides, high-back seats, flasher, etc., ex property of Crossways, have been beautifully maintained, some with reconditioned engines, etc., have been mostly used on private hire from May to September, have to be seen to be appreciated, room needed, going at knock-out prices from £425.

FIVE 1948-50 BEDFORD 29-seater luxury coaches, good condition, some with certificates of fitness, room needed, to clear, from only £135.
£2,950 Only, 1957 COMMERCIAL TS3 Duple 41-seater super luxury coach, many extras, superb condition throughout. Favourable hire-purchase available.

WILDE AND BENNETT, LTD.

HADFIELD, MANCHESTER.

Phone, Glossop 2902-3; after hours 2356. 807-227

MILLBURN MOTORS, LTD.

51-79 MILLBURN STREET,

GLASGOW, N.I.

Phone, Bell 0073.

WE offer the following vehicles for immediate delivery, your opportunity to acquire a good vehicle at the keenest possible price.
1948 Daimler double-deck CVD6 56-seater with Northern County body, certificate of fitness November, 1961, £400.
1948 ALBION service bus, 35-seater, certificate of fitness 1961, £250.
1948 GUY coaches, two of, 5-cylinder Gardner engine, certificates of fitness June, 1963, each £300.
LEYLAND Tiger Cub, model PSUC1-2, 1954, 41-seater luxury coach, new certificate of fitness, splendid tyres, whole appearance immaculate, £2,650.
LEYLAND TD4 double-deck 53-seater, four of, with recent all-metal low-bridge bodies, leather upholstery, immaculate condition, certificates of fitness 1960 and 1961, each £200.
50 Leyland, Albion, Guy and Daimler double-deck buses, some with recent bodies, all in good order, prices from £75-£100. 807-522

Used Passenger Vehicles (contd.)

ARLINGTON MOTOR CO., LTD.

LONDON'S LEADING PASSENGER AND

COMMERCIAL-VEHICLE SPECIALISTS.

HEAD OFFICE:

HIGH ROAD, PONDERS END, ENFIELD, MIDDLESEX.

HOWARD 1266, PBX.

NEW COACHES

FOR IMMEDIATE DELIVERY.

A.E.C. Reliance Duple Britannia 41-seater, front-entrance coachwork, glass roof quarters, tubular parcel racks, K-type mouldings, three heaters, plastic waist panels, width marker lamps and other extras fitted, in primer, finished to instructions.
A.E.C. Reliance Duple Britannia 41-seater, central-entrance coachwork, top sliding windows and three heaters, width marker lamps and other extras fitted, in primer, finished to instructions; choice of two.

BEDFORD SB3, petrol engine, mounted with Harrington Crusader 41-seater coachwork, 8 ft. wide, two heaters fitted, Formica panels, fog lamp, many extras, finished in cream, immediate delivery.
BEDFORD SB3, petrol engine, mounted with Burlington Seagull 41-seater coachwork, 8 ft. wide, radio, speakers and microphone, Formica panels, wheel discs and other extras fitted, delivery end of April.
BEDFORD SB1, oil engine, mounted with Plaxton 41-seater coachwork, 8 ft. wide, finished to instructions, delivery mid June.

USED COACHES

FOR IMMEDIATE DELIVERY EX STOCK.

A.E.C.

1952 Mk. IV chassis underfloor engine, proscenior gearbox, 39-seater, Burlington coachwork, central entrance, upholstered in autumn tint moquette, finished cream and green, certificate of fitness 1963.
1949 Mk. III, crash gearbox, Burlington 33-seater coachwork, half cab, finished grey and maroon, certificate of fitness 1959.
1947 Mk. I, 7.7 engine, Duple 35-seater coachwork, tubular seats, half cab, finished grey and red, certificate of fitness 1960.

BEDFORD.

1957 Duple 41-seater Super Vega, 8 ft. wide, red and grey moquette, radio fitted, finished grey in very clean condition, certificate of fitness 1964.
1955 Duple 38-seater Super Vega, blue floral moquette, heater fitted, all new panels fitted, at Duple, finished two shades of blue, certificate of fitness 1960.
1952 Duple 35-seater Vega, upholstered in red moquette, finished in light green and grey, radio and heater fitted, certificate of fitness 1962.
1952 Duple 35-seater Super Vega, upholstered in red moquette, finished grey-red, very clean, certificate of fitness 1962.
1952 Duple 33-seater Vega, upholstered in red, radio, heater and courier seat fitted, finished red and cream, certificate of fitness 1962.
1952 Plaxton 33-seater, courier seat fitted, upholstered in blue moquette, finished cream and blue, certificate of fitness 1962.
1949 Duple Vista 29-seater, fitted with Perkins P6 oil engine, heater fitted, upholstered in red moquette, finished red condition; choice of three, new certificate of fitness now being obtained.
CHOICE of several 1946-48 Duple and Plaxton 29-seater coaches with current certificates of fitness, and service buses. No reasonable offer refused.

COMMERCIAL.

1950 Avenger, Harrington 31-seater full luxury coachwork, autumn tint moquette, finished grey and red, certificate of fitness 1960.
CHOICE of several Comandoro 30-seater coaches with current certificates of fitness, with various makes of coachwork, no reasonable offer refused.

DAIMLER.

1948 CDV6 model oil-engined chassis, Duple 35-seater coachwork, upholstered tubular seating in blue figured moquette, finished grey and red, certificate of fitness 1960.
CHOICE of several Albion, Austin, A.E.C., Bedford, Commer, Dennis, Foden, Leyland and Maudslay buses and coaches, petrol and diesel, with or without certificates of fitness. Cheap to clear. Space required.

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CORNARD ROAD, SUDBURY, SUFFOLK.
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VICTORIA COACHES, LTD.

1957 COMMERCIAL TS3 41-seater Plaxton.
1956 COMMERCIAL TS3 41-seater Duple.
1957 BEDFORD (petrol) 41-seater Plaxton.
1953 CROSSLEY 37-seater Churchill.

PHONE FOR APPOINTMENT TO VIEW.

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LEIGH-ON-SEA.

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Used Passenger Vehicles (contd.)

SAVAGE

MAIN VENTURE

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CHOICE of 41-seater to Customer.
1952 55 Duple 41-seater coachwork, finished grey and red, certificate of fitness 1962, can be viewed by appointment, £875.

1951 BEDFORD coach, 29 seats, large luxury seats, in red moquette and grey leather, very good tyres, special bargain £1,400.
1961 Certificate of fitness, BEDFORD Duple Vista, registered 1947, recently renovated, 29 seats trimmed in an attractive blue moquette, this vehicle is in very clean condition throughout, price £275.

1950 To £200, BRISTOL buses, 35 seats, L-type chassis, Gardner 5LW engines, 5-speed gearboxes, several rebodied, 1949 coachwork, E.C.W. these vehicles have been well maintained and are of smart appearance, choice of 20.
1946 LEYLAND PD1, powered 7.4-litre oil engine, high-bridge 36-seater, coachwork by Charles Rowe, this vehicle is in very clean condition, certificate of fitness May 1960, £425.

1946 LEYLAND PS1 chassis complete, powered 7.4-litre oil engine, choice of two, £175 each.
1946 LEYLAND PS1 32-seater bus, just released from service, in clean condition, £325; certified.

LOW-BRIDGE DOUBLE-DECKERS

NOW AVAILABLE WITH CERTIFICATES OF FITNESS.

£125 To £200, 1946 A.E.C. Regents, 7.7-litre oil engines, coachwork by E.C.W.; choice of 11.
WE have a nice selection of oil engines, can be tested in chassis: Gardner 6LW, Gardner 5LW; A.E.C. 7.7-litre; Leyland 7.4-litre, Leyland 8.6-litre.
A large quantity of second-hand, serviceable engine and chassis parts in stock for most makes of chassis.

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BIRMINGHAM ROAD,

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GRAMS, "QUICKSALE."

USED PASSENGER VEHICLES.

TWO 1957 A.E.C. Reliance 41-seater Duple Britannia luxury coaches.
ONE 1951 A.E.C. Mark IV coach, 41-seater.
ONE new Yeates Europa 41-seater luxury coach.

ALL the above coaches have been owned by one private coach firm from new and have only been used on luxury work.
FIVE late-type A.E.C. double-deck buses, fitted with A.E.C. 9.6-litre diesel engines, full air brakes, fluid transmission, automatic chassis lubrication, 56-seater with Dunlopillo seating throughout, metal bodies, 9.00 by 20 tyre equipment.
THREE LEYLAND 1953 double-deck buses, fitted with 0600 Leyland diesel engines, full air brakes, fluid transmission automatic chassis lubrication, 56-seater with Dunlopillo seating throughout, metal bodies, 9.00 by 28 tyre equipment.

CURRENT certificate of fitness on every vehicle listed above.
ANY VEHICLE TAKEN IN PART-EXCHANGE.

FURTHER PARTICULARS

AND

PRICES ON APPLICATION. 807-116

SPECIAL OFFER.

CHOICE of 20 1949-50 BEDFORD Duple Vista 29-seater luxury coaches, Formica sides, high-back seats, flasher, etc., ex property of Crossways, have been beautifully maintained, some with reconditioned engines, etc., have been mostly used on private hire from May to September, have to be seen to be appreciated, room needed, going at knock-out prices from £425.

FIVE 1948-50 BEDFORD 29-seater luxury coaches, good condition, some with certificates of fitness, room needed, to clear, from only £135.
£2,950 Only, 1957 COMMERCIAL TS3 Duple 41-seater super luxury coach, many extras, superb condition throughout. Favourable hire-purchase available.

WILDE AND BENNETT, LTD.

HADFIELD, MANCHESTER.

Phone, Glossop 2902-3; after hours 2356. 807-227

MILLBURN MOTORS, LTD.

51-79 MILLBURN STREET,

Used Passenger Vehicles (contd.)

SAVILLE MOTOR SALES, LTD.

MAIN VAUXHALL AND BEDFORD DEALERS.
STRAITFORD-ON-AVON.
Phone, Stratford-on-Avon 4242 (15 lines).

CHOICE of three only, BEDFORD Duple Super Vega 41-seater coaches with petrol or diesel engines, finished to Customer requirements for delivery early July.

1952-55 BEDFORD 33- to 37-seater coaches with Duple or Burlingham bodies, choice of several, all with certificate of fitness.

BEDFORD 29-seater Duple coaches, choice of several at competitive prices, all with certificate of fitness.

1951 ALBION 33-seater full-front Bellhouse Hartwell body, recent engine overhaul, certificate of fitness June, 1960, reasonable offer accepted for quick clearance.

CHOICE of several single-deck buses and coaches suitable for works contracts or conversion to mobile shops, all at very reasonable prices.

PART-EXCHANGE. HIRE-PURCHASE FACILITIES.

ALSO AT:-

REDBROOK ROAD, MONMOUTH.

PHONE, MON 336 AND 7. 807-163

1951 LEYLAND PS2, full-fronted, good condition 35-seater, certificate of fitness 1961, £750.

1950, TILLING-STEVENS, Gardner 6LW engine, luxury coach, 33-seater, certificate of fitness May, 1960, £375.

ORMSKIRK MOTORS, LTD.

MAIN VAUXHALL AND BEDFORD DEALERS, COUNTRY ROAD, ORMSKIRK.

Phone, Ormskirk 2551-2. 807-222

After 8, Anfield 6001.

ASTON'S OF MARTON, WARWICKSHIRE.

On A423 Road—Seven miles from Coventry.

Phone day, Marton 357; evenings, Braunston 254.

GUY Vixen, 1949, full front 27-seater, heater and radio, certificate of fitness to 1961, £285.

LEYLAND TS7s and TS8s, rebodied 1950 onwards by leading makers, certificate of fitness up to 1962, choice of 15, from £260.

LEYLAND TD5s and TD7s, 1940 and 1942, high- and low-bridge double deck, certificate of fitness to 1961, choice of five, from £225.

BRISTOL 1940, 33-seater service saloons, LSG rebodied 1950, certificate of fitness 1960, choice of 10, £275.

BRISTOL 1940 double-deckers, low bridge, 32 seats, rebodied 1950, certificate of fitness 1960, choice of 11, from £235.

COMPREHENSIVE stock of new and second-hand spares for Leyland, A.E.C., Bristol and Guya available.

ANY type of vehicle taken in part-exchange. Hire-purchase terms available.

SPECIAL Bargain Sale.

1949 VULCAN diesel 31-seater, certificate of fitness 1961, one owner, £1,100.

TS8 LEYLAND, fitted 1951 Duple body 33-seater, certificate of fitness to November 1959, 1959, £1,950.

1947 A.E.C., 33-seater, certificate of fitness May, 1959, will recertify, £175.

TS7 LEYLAND 33-seater, fitted 1947 Duple coach body, certificate of fitness to 31.12.60, 1165.

1947 MAUDSLAY fitted A.E.C. 7.7, 33-seater Plaxton body, certificate of fitness July, 1960, £210.

ERRINGTONS OF EVINGTON, LTD.

NEW BEDFORD petrol Super Vega 41-seaters, for Whitean delivery.

1954 BEDFORD Yeates Riviera 36-seater coach, quarter lights, tubular racks, radiomobile and heater, recertified five years, one owner.

1952 TILLING-STEVENS, Meadows 4-cyl. diesel, 5-speed gearbox, Churchill 38-seater body, certified 1962, £625.

1955 BEDFORD Spurling 13-seater body, certified 1960, £520.

1950 COMMERCIAL Avenger Churchill 34-seater body, fitted heater, certified 1960, one owner.

1949 MAUDSLAY (A.E.C. 7.7) Duple 33-seater, fitted heaters, excellent condition, recertified 1962, choice of two, £450 each.

1949 CROSSLEY Yeates 35-seater body, good condition, £180.

1948 BEDFORD Duple Vistas 29-seaters, from £225.

PART-EXCHANGE. HIRE-PURCHASE.

EVINGTON, LEICESTER.

Phone 38102-3. 807-311

FINANCE COMPANY

HAVE THE FOLLOWING COACHES FOR SALE AT REASONABLE PRICES:-

1953 DENNIS Lancet full-fronted 37-seater, Plaxton body.

1952 BEDFORD petrol full-fronted 37-seater, Plaxton body.

1952 Beadle LEYLAND full-fronted 35-seater.

1951 LEYLAND fully fronted 35-seater, Plaxton body.

1951 COMMERCIAL petrol fully fronted 33-seater Plaxton body.

1951 TILLING-STEVENS, 33-seater Duffield body.

1950 TILLING-STEVENS, 33-seater Duffield body.

1949 CROSSLEY, 33-seater Plaxton body.

SURPLUS TO REQUIREMENTS.

Box CM 0735, care of "The Commercial Motor."

807-434 807-326

Used Passenger Vehicles (contd.)

THURGOODS OF WARE.

1952 A.E.C. Mk. IV preselector, 41-seater luxury coach, fitted heaters, luxury seating, red and cream, certificate of fitness 26.2.61, £1,975.

1951 BEDFORD Vega 33-35-seaters, high-back tubular seats, Formica sides, certificate of fitness 1961, choice of two, £1,150 and £1,175. 7 ft. 6 in. wide.

1951 FODEN (37) 2-stroke oil engine, blue and cream, excellent condition, certificate of fitness 22.8.60, £1,175.

1950 COMMERCIAL Avenger (33) Plaxton luxury coach, glass roof quarters and rear dome, red chair seats, exterior cream and green, one owner, certificate of fitness 1960, £850. Another, £675.

1950 DENNIS full-fronted Duple (35) coach, high-back seats, blue inside and out, heater, good condition, certificate of fitness to 1960, £1,050.

1950 A.E.C. 37-seater full-front Plaxton, very clean inside and out, latest tinted Perspex roof vents in permanent roof, heater, clock, mirrors, good tyres, crash box 9.6 engine, beautiful condition, certificate of fitness 1960, £1,325.

1950 BEDFORD Vistas (29), red high-back seats, Formica sides, exterior cream and green, choice of two, £1,150 and £1,175.

20-SEATER BEDFORD Vista, reclining armchair seats, 1949, heater, green and cream, good order, recertified 1963, £575.

1948 28-30 from £275.

BEDFORD driver-operated door gears for Vista, only £12 15s.

PHONE, WARE 833-4. AFTER HOURS, 896.

807-509

COMBERHILL GARAGES, LTD.

INGS ROAD, WAKEFIELD.

NEW BEDFORD SBI diesel 41-seater Plaxton Consort Mk. IV, heater, radio, ivory finish.

NEW BEDFORD SBI, petrol, Duple Super Vega 41-seater, heater, radio, K-type moulding.

NEW 1958 ATKINSON L544 (Gardner 4LW) 37-seater Plaxton Highway omnibus, coach seats.

NEW A.E.C. Reliant (7.75-litre) 41-seater Plaxton Consort Mark IV, finish to detail.

1953 LEYLAND PS2-3 (9.8-litre) 35-seater Harrington full-front, radio, heater, certified 1960.

1953 BEDFORD (petrol) 37-seater Plaxton Venturer, heater, radio, certified 1963.

1951 A.E.C. Regal Mark IV, 9.6 underfloor, 37-seater Burlingham, reconditioned engine.

1951 A.E.C. Regal G underfloor, 41-seater Yeates, ivory-black, heater, radio.

1950 LEYLAND PS1 (7.4-litre) 35-seater Burlingham full-front, heater, radio, ivory-black.

1950 BEDFORD Vista 29-seater Duple, cream-green, heater fitted, certified 1960.

HIRE-PURCHASE FACILITIES.

COMBERHILL GARAGES, LTD.

Phone, Wakefield 6051-5. 807-504

PERCY D. SLEEMAN, LTD.

LONDON COMMERCIAL DEALERS.

COMMERCIAL Routes diesel Burlingham 41-seater, finished to choice, 14 days delivery.

A.E.C. Reliant Duple and Burlingham 41-seaters, finished to choice.

1954 A.E.C. Reliant mounted Mann Egerton body, 41-seater.

1955 A.E.C. Reliant, 41-seat Strachan, alloy construction, excellent condition.

1956 COMMERCIAL, Routes diesel, mounted Duple body, 41-seater.

1955 COMMERCIAL TS3, Plaxton bodies, 39- and 41-seaters, certificates of fitness.

1955 BEDFORD 38-seater, Duple body, fitted heater, painted blue and maroon, immaculate, certificate of fitness 1960.

1954 BEDFORD 36-seater, upholstered in red, painted to choice, certificate of fitness 1959.

1953 BEDFORD 35-seater Yeates, trimmed in red, finished in cream and red.

1953 BEDFORD, 37-seater Duple, body, painted blue and maroon, immaculate, certificate 1963.

1951 LEYLAND Royal Tiger, 41-seater, mounted Strachan body, 8 ft. wide, air brakes, choice of two, certificate of fitness 1961.

1948 BEDFORD 29-seater Vista, from £250.

1946 DAIMLER 56-seater double-deck, 1950 body, good tyres, powered by A.E.C. 7.7 engine, current certificate of fitness.

PART-EXCHANGES and hire-purchase terms to suit individual requirements.

38 UXBRIDGE ROAD,

EALING, W.5.

PHONE, EALING 7987.

After hours, Western 1321. 807-452

1950 BEDFORD, 29-seater Duple body, Perspex loose panel, certificate of fitness.

1950 CROSSLEY, 33-seater Plaxton body, certificate of fitness 1960.

1950 CROSSLEY, 33-seater Duple body, certificate of fitness 1960.

1953 SEDDON, 41-seater Duple body, certificate of fitness 1963.

BROWN BROS., 59 Blue Vale St., Glasgow, Bridgeton 1388. 807-523

1950 LEYLAND PS1 35-seater Burlingham full-front, £1,150.

1954 BEDFORD Duple Super Vega 38-seater, low axle, very well kept, £2,150.

1952 BEDFORD Super Vega 33-seater, quarter lights, magnificent condition, Formica sides.

1950 BEDFORD Duple 29-seater Vista, good tyres and excellent condition, high-back seats, Formica sides, £575.

1950 COMMERCIAL 33-seater Strachans body, beautiful condition, £725.

1950 LEYLAND Royal Tiger 41-seater, air brakes, perfect condition, £2,300.

1953 29 High-back luxury seats, blue, £45.

CONWAY HUNT, LTD., Brox Rd., Otterhaw, Phone. Otterhaw 461. 807-313

(Supplement)

Used Passenger Vehicles (contd.)

KIRKBY AND SONS (SALES), LTD.

CROSS ROAD GARAGE,

ANSTON, NEAR SHEFFIELD.

BEDFORD MAIN DEALERS.

NEW BEDFORD.

DUPLE, PLAXTON, HARRINGTON.

COMPARE OUR USED VEHICLE PRICES.

FOR EARLY DELIVERY.

1957 41-seater BEDFORD, Leyland Comet engine, Duple interior, floral moquette, blue and grey exterior, fitted heater and Formica side casings, £2,950.

1956 41-seater BEDFORD R6 Duple, blue pattern interior, blue and ivory exterior, fitted heaters, £2,650.

1955 38-seater BEDFORD Duple, floral pattern interior, maroon and ivory exterior, fitted heater, choice of two, £2,500.

1954 36-seater BEDFORD Burlingham, red interior, maroon and silver exterior, fitted radio and heater, choice of two, £2,000.

1953 35-seater BEDFORD Yeates, grey exterior, fitted quarter roof lights, tubular racks, radio, heater, £1,850.

1951 41-seater A.E.C. Mk. IV, fitted radio and heater, £1,900.

1951 2 33-35-seaters, BEDFORD Duple and Plaxtons, choice of eight from £1,250.

ALL MACHINES ARE WORKS CHECKED AND ARE IN FIRST-CLASS CONDITION THROUGHOUT.

TERMS AND EXCHANGES.

PHONE, DINNINGTON 541 (BY DAY).

NIGHT PHONE, KIVETON 220; MANSFIELD 5395; DINNINGTON 577. 807-438

J. W. FIELDSSEND, LTD.

OFFER THE FOLLOWING

USED COACHES:-

NEW BEDFORD petrol 41-seater Plaxton; early delivery.

1957-58 COMMERCIAL TS3 41-seater Plaxton and Duple; choice of several.

1958 BEDFORD petrol 41-seater Plaxton, many extras, finished in maroon and cream, low mileage.

1957 BEDFORD petrol 41-seater Duple.

TERMS and exchanges, full list sent on request. Phone for appointment to view.

160 CROSS LANE,

SALFORD, 5.

Phone, Pendleton 5331. 807-436

RENTON LUXURY COACHES offer:-

1949 Plaxton 33-seater full-fronted luxury coach, FODEN 6LW, heater, completely recellulosed and just recertified, certificate of fitness until 1963, immaculate condition, must be seen, £595.

1951 Plaxton 39-seater full-fronted luxury coach, 8-ft. Envoy-type body and a real bargain at £1,195.

THE above vehicles are offered only due to shortage of garaging, and we are the only owners since new. Call for any trial or inspection at:-

522 MANCHESTER RD., Hollinwood, Oldham. Phone, Failsworth 1438. 807-251

V. COLEMAN,

166 MAIN ROAD,

SUNDRIDGE, KENT.

Brasted 291.

1954 BEDFORD 36-seater Yeates Riviera, glass quarters, lift-up roof vents, heater, one owner, certificate of fitness 1964.

1953 BEDFORD Duple Super Vegas, 36- and 38-seaters, radio, heaters, etc., one owner, certificates of fitness 1963, choice of two.

1951 BEDFORD 33-seater, 7-ft. 6-in. Duple Vega, one owner, certificate of fitness 1961.

1950-47 BEDFORD 29-seaters, Duple Vistas; choice of five, current certificates of fitness.

1949 DAIMLER CDV6 oil engine chassis Duple 35-seater, one owner, certificate of fitness 1960. 807-443

ARLINGTON MOTOR CO., LTD.

DUMBALLS ROAD, CARDIFF.

Phone, Cardiff 30641.

1952 TILLING-STEVENS 35-seater full-front luxury coach.

1951 BEDFORD Duple Vega 33-seater coach.

1950 A.E.C. Regal, 9.6 engine, crash box, 33-seater Burlingham, radio and heater.

1949 DENNIS 33-seater Burlingham.

1949 DENNIS 33-seater coach.

1949 DAIMLER 33-seater Heaver coach body.

1949 BEDFORD 29-seater Vistas, high-back seats, choice of two.

1947 29-seater Duple Vista.

1948 LEYLAND PS1 33-seater Burlingham.

PHONE, CARDIFF 30641.

807-303

A53

Used Passenger Vehicles (contd.)

1952 A.E.C. 9.6 37-seater, £1,100.
1951 MAUDSLAY Plaxton 37-seater, £950.
ROYAL TIGER 41-seater, £1,800, painted in primer.
R.H.P. arranged Mr. Ritsson. Phone, Tottenham 6875.

THE MOTOR DEPOT.

158 WALSGRAVE ROAD, COVENTRY.
Phone: day, 53732; night, 68503.

AUSTIN AGENTS.

1952 BEDFORD Vega, 33-seater Duple bodies, choice of two.
1950 MAUDSLAY, 35-seater f/f. Burlingham body.
1950 LEYLAND, 33-seater f/f. Burlingham body.
1950 BEDFORD Vista, 29-seater.
VARIED selection of other coaches available for inspection.
PART-EXCHANGES. H.P. FACILITIES.

THE MOTOR DEPOT.

807-501

THOMAS MOTOR TOURS LTD. offer 1953 Bedford 39-seater Duple; 1952 Sentinel 37-seater Gurney Nutting; 1949 Crossley 33-seater Harrington dorsal fin; 1949 Bedford 29-seater Duple; all with heaters and certificates of fitness. North Muskhams, Newark, 550. 809-7408

A.E.C. Ambassador diesel, June 1, 1950, 33-seat Duple body, S.H. speech amp. radio, certificate of fitness 1.6.60, excellent condition, £1,500.
1950 BEDFORD, petrol, June 4, 1949, 29-seater Duple body, S.H., 29,000 since recondition, certificate of fitness 10.2.63, £550.
AUSTIN, petrol, June 4, 1949, 29-seater Whitton body, S.H., 8,000 since recondition, certificate of fitness 23.3.62, £550.
DENNIS, diesel, May 8, 1947, 35-seat, rebodied by Duple 1951, S.H. speech and radio, 5-speed and overdrive, certificate of fitness 30.4.60, excellent condition, £900.
1950 BEDFORD, petrol, March 30, 1950, 29-seater Duple body, 9 certificate of fitness 2.6.60, £750.
ALL are Isle of Wight operated coaches and in exceptional condition for their respective ages.

CANNING DAY, L.T.D.

CHURCH LITTON, NEWPORT, I.W.

Phone 2218-9. 807-14

1950 BEDFORD 29-seater Strachan body, £350.
1952 BEDFORD 33-seater and one courier, Duple, £1,350.
1951 AUSTIN 32-seater Plaxton Envoy, full front, in good condition, £700.
COOKS, of Biggleswade. Phone, Big 2213. 807-496

Used Passenger Vehicles (contd.)

FOR sale through closure of Ordnance factory: 1952 31- and 33-seater Bedford Super Vegas; 1949 Crossley bus and coaches; 1949 Guy Arab. All in good order. Write or phone for appointment to view. Vagg Motors, Knocken Heath, Oswestry, Salop. Phone, Nesscliffe 246. 809-7418

GILLARDS OF NORMANTON offer used coaches as follows: 1952 Daimler Freeline, 41-seater, special body by Duple; 1952 Tilling-Stevens Duple Vega, 39 service seats, 4-cyl. Meadows, a most economical and serviceable vehicle; 1950 A.E.C. 9.6 33-seaters Duple Ambassadors, choice of two; 1950 Leyland PS2 35-seater Burlingham; 1950 Foden, reconditioned Gardner 6LW, 33-seater Harrington dorsal fin; 1949 Maudslay 33-seater Burlingham with Plaxton FF conversion; 1948 A.E.C. 9.6 33-seaters Windover, choice of two; 1948 Bedford Vista 29-seater, very good condition; 1949 Foden 35-seater. Excellent spares service on Foden and A.E.C. Mark III passenger chassis. Hire-purchase, part-exchanges. 30 Alfofts Rd., Normanton, Yorkshire. Phone 3289, 2289. 807-354

1948 A.E.C. 7.7 Mark II, single cab, 35-seater, low mileage, used private hire only, can be reconditioned.
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10 Morris Quads, 4-wheel-drive, with winches as new, each £85.

2 Ford fire pump trailers, each £80.

10 20-30-cwt. trailers (8 ft. by 4 ft.), ex-U.S.A. Air Force, as new, each £40.

7 Leyland TD3 double-deck diesel buses, perfect running order, each £190.

PERKINS P6 engine and gearbox. Commercial conversion, good running order, £125.

CONSIDERABLE quantity new Le Rol spares. Price on application.

CONSIDERABLE tonnage 14-in. roller conveyor with accessories price 10s. per foot.

4 4,000-gal.-capacity, new, aluminium fuel oil tankers (30 ft. long) on trailers, to be viewed by appointment, ex-U.S.A. Air Force.

10 22-kW. Lister diesel D.C. 110-volt generating sets, on trailers, as new, each £175.

1954 Bedford diesel R6 7-ton lorry, recent overhaul, £395.

1954 Foden long-wheelbase 12-yd. steel-body tipper, Edwards double-ram tipping gear, SLW Gardner engine, rebuilt, 1952, £225.

1954 Bedford 7-ton, Perkins R6 engine, platform body, recent overhaul, £395.

SOUTHERN COUNTIES DEMOLITION CO.

CHALK PITTS, BEDHAMPTON, HAVANT, HANTS.

PHONE FOR APPOINTMENT TO VIEW.

Phone, Havant 1438. 807-486

EX-MINISTRY bomb conveyors, R.S.J. section, 6 in. by 3 in. and 5 ft. 6 in. long, girders, ready with base plate 12 in. square, drilled each corner and top part with holes and plate for roof erection; each girder weighs 32 cwt., £27 per ton, carriage £1 per ton within 100 miles area. Also in stock, R.S.J. girders 8 in. by 4 in. by 15 ft. long, 12 in. by 6 in., 24 ft. 4 in. long; 6 in. by 3 in. by 12 ft. 5 in. long; price and carriage as above. These girders are well painted and ideal for garages, and all building purposes.

AND G. STORES, 40 High St., Scunthorpe. Phone, Scunthorpe 5092. 807-7392

Miscellaneous Wanted

ALUMINIUM scrap currently required. Lown Metal, Ltd., Lown Saint Mary, near Warrington. Leigh (Lancs) 1444-5. 807-493

A62

Miscellaneous Advertisements (contd.)

SITUATIONS VACANT

A.M.I.M.L. City and Guilds, A.M.I.Mech.E., etc., on No pass, no fee terms, over 95% success. For details of exams and courses in all branches of auto, diesel, aero., mechanical eng., etc. Write for 148-page handbook free. B.I.E.T. (Dept. 725), 29 Wright's Lane, London, W.8. zzz-812

YOUNG man, interested in heavy haulage, required for depot office by N.W. London transport company. Application in writing to Box CM0412, care of "The Commercial Motor." 807-7350

A N outstanding opportunity occurs in the Midlands for a fully experienced executive (age 40-45) to take charge of B.M.C. distributors' new premises, specializing in the sale and service of commercial vehicles. Applicants should write, giving details of experience and qualifications to Sales Director, Box CM057, care of "The Commercial Motor." 808-7362

FLEET mechanic, fully experienced in Albion, B.M.C. Ford and Commer maintenance, required to take charge and maintain approx. 30 vehicles. This is a position for a hard-working mechanic who can maintain a high standard without supervision. Men aged 35-45 who are ready to submit themselves for an interview should write to Blox Services, Ltd., London Rd., Morden, Surrey. 807-7382

EXPERIENCED storekeeper required for Vauxhall/Bedford dealer, Feltham area, good prospects and excellent living accommodation (recently erected) available to first-class applicant. Apply, Box CM062, care of "The Commercial Motor." 808-7389

BOROUGH OF HENDON.

BOROUGH ENGINEER AND SURVEYOR'S

DEPARTMENT.

APPOINTMENT OF DEPOTS AND TRANSPORT

SUPERINTENDENT.

APPLICATIONS are invited for the above-mentioned appointment from persons thoroughly experienced in the maintenance of all mechanical transport and plant normally used by Local Authorities, and electrical installations and heating and ventilating plants.

The person appointed will be responsible for the Transport, Electrical and Heating and Ventilating in accordance with Grade A.P.T. IV of the National Scales (£1,025 to £1,175, plus London weighting of £30).

Pensionable post. Subject to National Scheme Medical examination. Appointment determinable by one month's notice on either side.

Canvassing will disqualify.

Applications, on forms to be obtained from the Borough Engineer and Surveyor at the Town Hall, Hendon, N.W.4, must be returned to him by May 4, 1959.

R. H. WILLIAMS,

Town Hall, Hendon, N.W.4. 807-16

MARTIN WALTER, LTD., East Kent Bedford main dealers, have vacancies for a commercial vehicle salesman for the Canterbury area, experienced man preferred but not essential; applicants should have personality and ability to sell; position offers good prospects, pension. Applicants to write, giving full details of past experience, age, etc., to Sales Director, Martin Walter, Ltd., 145, St. Dunstons Rd., Folkestone. 807-15

A Scottish firm of haulage contractors opening a depot in Birmingham, require a traffic manager to back-load their vehicles to Scotland; ability to introduce traffic an advantage; good wages for the right man. Write stating age and experience to—

MESSRS. JAMES K. ALLAN, LTD. (Haulage Contractors), 41, High St., Newarthill, By Motherwell, Lanarkshire, Scotland. 807-17

APPLICATIONS are invited for the post of Assistant Secretary to The Maidstone and District Motor Services, Ltd., operating some 800 buses and trolley vehicles in Kent and East Sussex.

PREFERENCE will be given to qualified accountants with a practical knowledge of secretarial matters and an ability to control staff. Experience of taxation would be an advantage.

SALARY would be dependent on qualifications and experience.

APPLICATIONS (which should be under "private" cover), giving details as to age, education, qualifications and experience, should be addressed to the General Manager, The Maidstone and District Motor Services, Ltd., Knight Rider House, Knight Rider St., Maidstone, Kent, and reach him not later than first post on Saturday, April 25, and should be marked "Assistant Secretary." 807-39

TECHNICAL assistant required by truck manufacturers, ordinary National Certificate in mechanical engineering essential, training in the automobile industry desirable. Apply to Secretariat Department, Rootes Group Truck Division, Commer Cars, Ltd., Luton, stating age, experience, qualifications and salary required. 808-7406

DESIGNER-DRAUGHTSMAN required, fully experienced, for bulk road tanker work; house available. Apply Bonallick and Sons, Basildon, Essex. 808-7404

GENERAL Sales Manager. South Yorkshire 100% B.M.C. distributors require the services of a thoroughly experienced and energetic salesman to expand and develop commercial vehicle sales. Successful applicant will be promoted to General Sales Manager (Car and Commercial) after proving his ability. Position will be permanent and pensionable, and will carry a substantial remuneration. Applications, in strictest confidence, giving age, details of career and selling record, initial basis of remuneration. Box CM0712, care of "The Commercial Motor." 807-234

EXPERIENCED executive required with knowledge of clearing house procedure, salary and commission. Box CM073, care of "The Commercial Motor." 807-108

AREA Transport Manager required for Midlands, responsible for all aspects, six depots approximately 60 heavy vehicles, salary commensurate with experience. Box CM0713, care of "The Commercial Motor." 807-233

SOUTH-EAST ENGLAND Coachbuilder invites applications for post of Manager; state age, qualifications and experience. Box CM0711, care of "The Commercial Motor." 807-235

UNDERSTUDY required for Works Manager, Vauxhall and Bedford Main Agents, must have had previous experience of insurance estimating and reception work, good salary and prospects for right man. Please write to: Over Hall Garage, Ltd., Staines Rd., Bedford. 809-7421

SALESMAN must be adaptable and able to maintain own outside contacts, salary, excellent commission, unlimited scope for man of ability, West Middlesex area. Please apply Box CM0735, care of "The Commercial Motor." 809-7420

Miscellaneous Advertisements (contd.)

£18 PER WEEK AND

GENEROUS COMMISSION

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COMMERCIAL VEHICLE SALESMAN

REQUIRED

BY WELL KNOWN PROGRESSIVE MOTOR DEALERS

IN THE MANCHESTER AREA.

The successful applicant must have a proven record of selling experience in the motor trade. He will be supported by large stocks of new and used vehicles.

Car and expenses are provided and non-contributory pension scheme is in operation. Our own staff have been informed.

SEND FULL PARTICULARS TO

SALES MANAGER,

BOX NO. CM075,

Care of "The Commercial Motor." 807-224

EAST LONDON hauliers require male clerk, 800 at figures with some typing ability. Luncheon vouchers, pension scheme. Box CM0732, care of "The Commercial Motor." 807-x6674

BOOKING Office Clerk required by coach company in Southern England. General book-keeping and office experience essential. Accommodation. Box CM0727, care of "The Commercial Motor." 807-466

SUPERVISOR required with operating and office experience, by coach company in Southern England. Accommodation available. Box CM0728, care of "The Commercial Motor." 807-467

BRITISH company of sawmillers require Transport assistant for vehicle maintenance, also to supervise log handling at their timber concession in Ghana. Through knowledge diesel and petrol and D.T. Single. 23-30 years. Tours 15 months. Free passages, accommodation, kit, provident fund. Details of experience, salary required to: Box CM0729, care of "The Commercial Motor." 807-463

FULLY experienced commercial vehicle salesman required by Morris-Commercial dealers in Essex. Only man with proven ability and first-class commercial vehicle sales record need apply. Write in strict confidence giving full details of past career and remuneration expected to: Manager, Kennings, Ltd., Baddow Rd., Chelmsford. 807-527

SALESMAN with P.S.V. experience required, must be fully conversant types, values, etc., utmost support given enthusiast prepared to concentrate and work hard. Written application only in confidence, quoting (full details, including area normally covered, to All. T. Mossley (late director and general manager W. S. Yates, Ltd.), 140 Knightthorpe Rd., Loughborough. 807-149

MANAGER required to operate London office of Leeds haulier. Applicants are requested to apply in confidence to Secretary, A One Transport (Leeds), Ltd., 136 Jack Lane, Leeds, 10. Phone 77268. 807-219

SITUATIONS WANTED

TRANSPORT superintendent, age 34, desires change. London area preferred, large mixed fleet. Box CM0721, care of "The Commercial Motor." 807-x643

MAN, age 28, married, National Craftsman, City and Guilds Technician, A.M.I.M.L., seeks progressive position within service organization, transport field, experienced petrol, diesel, including diesel manufacturers service department. Box CM0716, care of "The Commercial Motor." 807-x6539

YOUNG bachelor G.I.Mech.E., five years' experience of service maintenance, design, pricing of vehicles and components with large commercial vehicle manufacturer, requires position abroad, willing to travel. Box CM0730, care of "The Commercial Motor." 807-x6643

STORAGE ACCOMMODATION

SHEFFIELD Extensive storage accommodation available. Fork lift and storage facilities. Direct Motor Serv21, (Sheffield), Ltd., Road Hauliers, Petre St., Sheffield S3625-4. 807-883

AGENCY required, large storage space and transport available. Burgess, Limekiln Farm, Lostock, Northwich 3015. Phone, 808-x6456

Storage Accommodation Wanted

WANTED by large industrial company covered, secure and dry storage accommodation of about 1,200 cu. ft., within three miles radius of Park Road, N.W.10, access during the night essential. Details to Box CM077, care of "The Commercial Motor." 807-111

TENDERS

COUNTY BOROUGH OF EAST HAM

TENDERS ARE INVITED FOR THE SUPPLY OF:—

(A) ONE DENNIS DIESEL AMBULANCE.

(B) BODYWORK ONLY FOR DENNIS DIESEL AMBULANCE.

(C) ONE NORMAL CONTROL DIESEL AMBULANCE CHASSIS.

(D) BODYWORK ONLY FOR DUAL PURPOSE AMBULANCE.

(E) DUAL PURPOSE DIESEL AMBULANCE.

Specification and forms of tender obtainable from Borough Engineer, Town Hall, East Ham, E.6, and returnable by not later than 12 noon May 13, 1959. 807-11

BOROUGH OF LYTHAM ST. ANNES

SUPPLY AND FITTING OF MOBILE LIBRARY

TENDERS are invited for the supply and fitting of a Mobile Library. Further particulars, specification, and form of tender from Borough Engineer and Surveyor, Town Hall Lytham St. Annes.

Tenders in plain sealed envelopes endorsed "Supply of Mobile Library" to be delivered to the undersigned not later than May 11, 1959. The Council do not bind themselves to accept the lowest or any tender.

R. A. CORK,

Town Clerk, Lytham St. Annes. 807-40

Miscellaneous Advertisements (contd.)

URBAN DISTRICT COUNCIL OF BASILDON.

1. BEDFORD CHASSIS AND CAB REQUIRED.

LOW-LOADING 4-TON 161-IN.-WHEELBASE WITH
DIESEL ENGINE.

2. FORD THAMES 10-12-CWT. VAN REQUIRED.

Specifications, etc., from Engineer and Surveyor, 108 High
St., Billericay. Tenders for either or both enclosed in
plain sealed envelopes marked "Tender for Chassis and
Cab." or "Tender for Van," but bearing no name or
mark indicating the sender, to be addressed to the Clerk
of the Council, 98 High St., Billericay, Essex, by May 4.

807-12

WARRINGTON R.D. COUNCIL.

PUBLIC HEALTH AND CLEANSING DEPT.

TENDERS ARE INVITED FOR A

LIGHT VAN UP TO 8-CWT.

FITTED WITH PASSENGER SEAT, REAR BUMPER,
PAINTED AND LETTERED TO THE COUNCIL'S
SPECIFICATION.

TENDERS TO BE FORWARDED IN SEALED
ENVELOPES MARKED "TENDER FOR VAN," TO:-
W. A. MORRISON.

Chief Public Health Inspector,
Public Health Department,
11 Springfield St.,
Warrington.

TO BE RECEIVED BY APRIL 30, 1959.

807-425

FOR FIFTH-WHEEL COUPLINGS AND TRAILER SUPPORT GEARS

contact

DAVIES MAGNET WORKS LTD.

LONDON ROAD, WARE, HERTS

Ware 489 or Hert'ord 3334

Miscellaneous Advertisements (contd.)

ORPINGTON URBAN DISTRICT COUNCIL.

TENDERS ARE INVITED FOR THE SUPPLY AND
DELIVERY TO THE COUNCIL'S MOUNTFIELD
DEPOT, HIGH STREET, ST. MARY CRAY, OF

ONE KARRIER 2-TON HIGHWAYS TIPPER LORRY

WITH PETROL ENGINE, ON BANTAN CHASSIS.

The vehicle is to be painted two coats primer and finished
deep Brunswick green I.C.I. Dulux BSS.227 with Coat
of Arms (stencils will be supplied) on each door panel
and lettering on rear side door panel as instructed.
Flashing indicators and two licence holders are to be
fitted.

Offers must also be made for one Morris 10-cwt. van,
1955 (VKT 946), in running order to be taken in part-
exchange. The van may be inspected by arrangement at
the Mountfield Depot, St. Mary Cray (phone, Orpington
22357).

Tenderers should note that the Council is entitled to a
fleet owner's discount and tenders must be endorsed to
the effect that this has been taken into consideration
in submitting a tender.

Tenders stating date of delivery to be submitted to me in
plain sealed envelopes endorsed "Karrier Lorry" not later
than April 22, 1959.

The Council do not bind themselves to accept the lowest
or any tender.

Council Offices,
Orpington, Kent.

STEPHEN KING,

Clerk and Solicitor.
807-38

BOOKS AND PUBLICATIONS


MAINTENANCE RECORD (Charnwood Series No.
59). A life history of each vehicle with tyre records,
petrol and oil consumption, 4s. 6d. post free.
DIESEL oil stock books. Cost books, etc. Send for
descriptive lists.
CHARWOOD PUBLISHING CO. LTD., Coalville,
Leicester. 222-624

April 17, 1959—THE COMMERCIAL MOTOR 67
(Supplement)

Books and Publications (contd.)

**THE OPERATOR'S GUIDE TO THE TRANSPORT
ACT, 1953.** Explains the process of denationalization
of road goods transport and the rights and liabilities of
road transport operators. 32 pages, 1s. 6d. net from
booksellers, or 1s. 8d. by post from the publishers,
Temple Press Limited, Bowling Green Lane, London,
E.C.1. 222

THE BRITISH COMMERCIAL VEHICLE INDUSTRY
(6th Edition). Compiled by the staff of "The
Commercial Motor." Completely revised and illustrated
with many new photographs and technical drawings, the
Catalogue provides a comprehensive guide to all types of
British commercial vehicles and an up-to-date review of
the products of British makes of commercial vehicle
chassis, trailers, engines, bodies, components and equip-
ment which are offered for export to road transport
operators and traders in overseas countries. The colour
code system enables rapid identification of the main
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table headings and illustration captions are in French,
Spanish and English with weights and measures quoted
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Price 42s. net from booksellers, or 44s. 3d. by post from
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Lane, London, E.C.1. 222



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LOUDHAILER
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Portable. Works off 12
volt accumulator, loud
and clear. £5-10-0 + 5/-
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FIELDS, 85 Snow Hill,
Birmingham, 4
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MULTIWHEELER SEMI-TRAILERS

Single-axle
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SALES • SERVICE • SPARES



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L. A. MITCHELL (MOTORS) LTD.
1 Balham High Rd., London, S.W.12
BALHAM 2234

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MAJOR
ROAD
AHEAD***with***WESTINGHOUSE****AIR BRAKE EQUIPMENT***For Road Safety*

WESTINGHOUSE BRAKE and SIGNAL CO. LTD.
 Automotive & Industrial Products Division, Hanham Road, Kingswood, Bristol. Tel: Bristol 67-1781
 Sales agents for Road Transport Undertakings:
EQUIPMENT & ENGINEERING CO., LTD., 2-3 NORFOLK ST., LONDON, W.C.2

*Keith & Boyle***REliance 4211**

VAUXHALL AND BEDFORD MAIN DEALERS

USED PASSENGER VEHICLES

1952 Bedford 33-seater. Duple de Luxe body. Quarter lights. C.F. 1961. A really fine-looking coach in first-class condition.

1951 Bedford 33-seater. Gurney Nutting body. C.F. late 1961.

1952 Bedford 33-seater. Gurney Nutting body. C.F. late 1961.

Also a good selection of 10/12 cwt. and 30/35 cwt. vans of all makes. Ford, Morris and Bedford.

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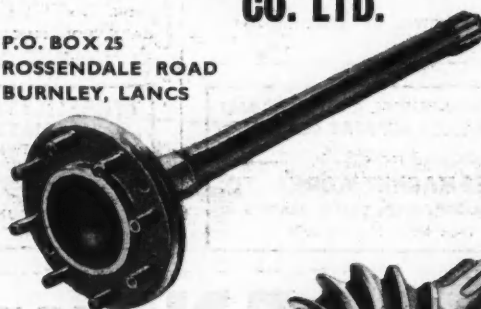
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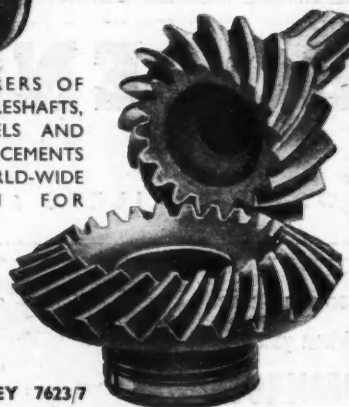
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YES SIR, I CAN TRULY HELP YOU

To reduce the Brake Relining Costs—to get More and More Miles between Relines—to see the Exit of Scored Drums. THIS IS WHERE THE

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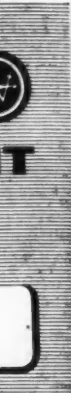
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 Approved by many manufacturers

FERRARIS OF CRICKLEWOOD LTD

200-220 CRICKLEWOOD BROADWAY, LONDON, N.W.2

Hours of Business: Mon. to Fri. 8 a.m.—5.30 p.m., Sat. 8 a.m.—noon.

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Oil

...in the right place

...at the right time

...that's the secret of successful chassis lubrication.

And it's the ability of the Clayton Dewandre Automatic system to do just this that makes it an all-the-way winner. . .

especially if fitted *right from the start* when ordering a new vehicle.

C.D. Automatic Chassis Lubrication goes right to the heart of the problem.

A constant supply of oil is pumped to all the vital points while your vehicle is *on the road*, saving oil *and* maintenance time. This supply

through individual pressure-feed lines extends the life of each

bearing by up to *ten times!* That's why over 60,000 Clayton Dewandre

lubrication systems are now in daily use . . . why Clayton Dewandre have a

reputation of pre-eminence in the field of road vehicle equipment.

Write for descriptive leaflet

- No further cost after installation—system lasts life of vehicle.
- No maintenance required—just keep the reservoir topped up.
- 24 or 36-point automatic systems available for short-run vehicles.
- 24 to 72-point mechanical systems for long-distance vehicles.

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AUTOMATIC CHASSIS LUBRICATION

TITANIC WORKS . LINCOLN . ENGLAND . TELEPHONE: LINCOLN 25272/10
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Firestone All-Traction

is saving **TRUCK OPERATORS** money

Here's why -

- 1 DUAL PURPOSE ON-AND-OFF-THE-ROAD**
Combines long, smooth wear on metalled surfaces with extra traction and pulling power on unmade roads.
- 2 INCREASED DEPTH OF TREAD**
New, long-wearing, cut-resisting tread rubber gives longer non-skid mileage.
- 3 TOUGH RUGGED TRACTION BARS**
Give added stability *on* the road, dig in and take hold for extra traction *off* the road.
- 4 CONTINUOUS CENTRE RIBS**
Assure safe, positive stopping power and longer even wear. New tapered grooves in tread reduce stone trapping.
- 5 TENSION-DRIED GUM-DIPPED CORD**
Prevents tyre growth, tread cracking, separation and provides a stronger bonding between cords.



Experience Counts -

45 Factories throughout the world.
Firestone total sales exceed £1,000,000 per day.

Firestone ALL-TRACTION TRUCK TYRES Give **BETTER PERFORMANCE** and **CUT COSTS** for on-and-off-the-road hauling, on farms, quarries and other places where dual-purpose tyres are needed.

Firestone TYRES - consistently good



7, 1959

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